

# VH-JET#1 & HER SISTERS





## Australia's First Civil Jet Aircraft

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## VH-EBA

## VH-XBA

The following history should be read in conjunction with [Related Documents](#).

<b>VH-EBA</b>	<b>17696</b> <b>29</b> <b>29</b> <b>501</b>	<b>City of Canberra</b> <b>City of Melbourne</b>
VH-EVA	-	Registration VH-EVA was reserved but not taken up. 
VH-EBA	11FEB59	Rolled out as 707-138. Planned name "City of Canberra" 
N31239	20MAR59	First flown as N31239 (1 hr 17 mins). After 23 hrs 50 mins of test flying, the aeroplane was fitted with the modified fin and fully powered rudder. 
VH-EBA	07JUN59	Registered to Qantas Empire Airways Ltd. The first jet aeroplane on the Australian Register
VH-EBA	02JUL59	Boeing delivery date to Qantas (Ref: HAI D20)
VH-EBA	16JUL59	Accepted by Qantas. (TT: 231:16) Renamed "City of Melbourne" as the name "City of Canberra" was taken up by VH-EBB which was the first aircraft delivered to Sydney.
VH-EBA	17JUL59	Departed Seattle on delivery flight to San Francisco (1:46) Honolulu (5:04) Nadi (6:26) Sydney (4:58)
VH-EBA	20JUL59	Arrived Sydney at 1625. Flight time 18:34. Captains A.E. (Bert) Yates, Ian Ralfe and Fred Fox. (TT: 249:50)
VH-EBA	25JUL59	Crew training at Avalon 
VH-EBA	26JUL59	Flight Engineer Officer H.W. 'Bill' Strangward was amongst the crew of VH-EBA during a training flight on this date. He went on to crew VH-EBA on many occasions. A PDF summary of his flights on VH-EBA can be downloaded <a href="#">here</a> .
VH-EBA	03AUG59	Crew training at Avalon. (Source: Log Book of William Edwards)
VH-EBA	04AUG59	Crew training at Avalon. (Source: Log Book of William Edwards)
VH-EBA	11AUG59	Crew training at Avalon. (Source: Log Book of William Edwards)
VH-EBA	14AUG59	Crew training completed. Bill Robbie completed endorsement training at Avalon on VH-EBA in August 1959 under the supervision of Boeing pilot Russ Baum. (Source: Log Book of Bill Robbie)

		Russ Baum was subsequently killed in the loss of Braniff 707-227 N7071 at Arlington, Washington while on an acceptance flight on 19OCT59.
VH-EBA	19AUG59	Departed Sydney at 1612 on its first service, a proving flight to San Francisco and New York. Flight number EM-774P/775P-005
VH-EBA	27AUG59	VH-EBA featured prominently in Australia's post-war migration programme. Many immigrant families found a new life in Australia thanks to VH-EBA and her sisters. A PDF summary of migrant flights by VH-EBA from 27AUG59 to 14FEB67 can be downloaded <a href="#">here</a> .
VH-EBA	29AUG59	Departed Sydney at 1600 on its first revenue service, Flight EM-774-008 to San Francisco
VH-EBA	05SEP59	Departed Sydney at 1610 on the inaugural jet service to London via Nadi, Honolulu, San Francisco and New York (Ref: PAT 92) 🛩️
VH-EBA	06SEP59	New York. (Source: Log Book of William Edwards)
VH-EBA	08SEP59	Operated London-Gander-New York. (Source: Log Books of William Edwards and Bill Robbie)
VH-EBA	11SEP59	Departed Sydney at 1107 on the inaugural 707 service to Vancouver
VH-EBA	17SEP59	Operated New York-London. (Source: Log Book of William Edwards)
VH-EBA	08NOV59	Operated London-Rome. (Source: Log Book of William Edwards)
VH-EBA	13NOV59	Operated London-Gander-New York. (Source: Log Book of William Edwards)
VH-EBA	19NOV59	Operated London-Frankfurt-Rome. (Source: Log Book of William Edwards)
VH-EBA	12DEC59	Operated London-Rome. (Source: Log Book of William Edwards)
VH-EBA	19DEC59	Photographed at Brisbane. 🛩️ 🛩️
VH-EBA	60	Photographed in Vancouver carrying the marking "A1" under the nose. 🛩️ 🛩️ 🛩️
VH-EBA	13FEB60	Operated London-Rome. (Source: Log Book of William Edwards)
VH-EBA	29FEB60	Operated London-New York. (Source: Log Book of William Edwards)
VH-EBA	31MAR60	Operated London-Frankfurt-Rome. (Source: Log Book of William Edwards)
VH-EBA	28APR60	Operated London-Rome. (Source: Log Book of William Edwards)
VH-EBA	03MAY60	Operated London-Frankfurt-Rome. (Source: Log Book of William Edwards)
VH-EBA	20MAY60	Operated London-New York. (Source: Log Book of William Edwards)
VH-EBA	25JUN60	Operated London-Rome. (Source: Log Book of William Edwards)
VH-EBA	14JUL60	Operated London-Frankfurt-Rome. (Source: Log Book of William Edwards)
VH-EBA	28JUL60	Operated New York-London. (Source: Log Book of William Edwards)
VH-EBA	AUG60	Photographed at New York, Idlewild in 40th anniversary livery. 🛩️
VH-EBA	17AUG60	Operated Rome-London. (Source: Log Book of William Edwards)
VH-EBA	26SEP60	Operated London-Shannon-New York. (Source: Log Book of William Edwards)
VH-EBA	19DEC60	Operated London-Gander-New York. (Source: Log Book of William Edwards)
VH-EBA	30JAN61	Operated Cairo-Rome-London. (Source: Log Book of William Edwards)
VH-EBA	31JAN61	Stansted. (Source: Log Book of William Edwards)
VH-EBA	20APR61	Operated Sydney-Singapore. (Source: Log Book of William Edwards)
VH-EBA	05MAY61	Operated Cairo-London. (Source: Log Book of William Edwards)
VH-EBA	31MAY61	Operated London-Frankfurt-Rome. (Source: Log Book of William Edwards)
VH-EBA	01JUN61	Operated Rome-Cairo. (Source: Log Book of William Edwards)
VH-EBA	27JUN61	Operated London-Rome. (Source: Log Book of William Edwards)
VH-EBA	31JUL61	Departed Sydney at 1857 on the regular service to San Francisco from where it returned to Boeing in Seattle for conversion to 707-138B
VH-EBA	01AUG61	Arrived in Seattle

VH-EBA	12SEP61	Returned to Qantas
VH-EBA	15SEP61	Departed Seattle at 1345 on return to Sydney
VH-EBA	16SEP61	Arrived in Sydney at 0738
VH-EBA	16SEP61	Entered paint shop for V-Jet fin and rudder repaint
VH-EBA	28SEP61	Repaint completed 🚚 🚚
VH-EBA	29SEP61	Departed Sydney at 1900 on the first 707-138B service to Vancouver
VH-EBA	22OCT61	Operated London-Cairo. (Source: Log Book of William Edwards)
VH-EBA	27OCT61	Operated London-Rome. (Source: Log Book of William Edwards)
VH-EBA	15NOV61	Operated Rome-London. (Source: Log Book of William Edwards)
VH-EBA	24NOV61	Operated Cairo-London. (Source: Log Book of William Edwards)
VH-EBA	05DEC61	Departed Sydney at 2157 on its first Tokyo service
VH-EBA	DEC61	Photographed in Tokyo 🚚
VH-EBA	19JAN62	Operated London-New York. (Source: Log Book of William Edwards)
VH-EBA	26MAR62	Operated San Francisco-Honolulu by Capt John Shields. (Source: Log Book of Alan Terrell)
VH-EBA	03MAY62	LAME Maxwell Joseph Hardcastle died, whilst involved in the changing of the Starboard Dump Chute Latch mechanism, when he was crushed between the leading edge of the Inboard Starboard Flap and the Rear Main Spar, when the trailing edge flaps were retracted. Other engineers involved with the flap retraction were unaware that he was working in that area at the time the direction was given to retract the flaps from 15° to 0°. Three engineers had been tasked to maintain a lookout whilst the the flaps were operated as part of a Starboard Aileron rigging and clearance check associated with a Flight Control System check, but the deceased was not visible in that area, when they last looked. The incident occurred in Hangar 96 at Mascot. (Source: Qantas Accident Report via David Adkins)
VH-EBA	08MAY62	Operated training at Avalon with Capt Dick Lucas. (Source: Log Book of Alan Terrell)
VH-EBA	14MAY62	Operated Honolulu-Nadi by Capt John Young. (Source: Log Book of Alan Terrell)
VH-EBA	15MAY62	Operated Nadi-Sydney by Capt Dick Lucas. (Source: Log Book of Alan Terrell)
VH-EBA	26MAY62	Operated Honolulu-Nadi-Sydney by Capt Ron Uren. (Source: Log Book of Alan Terrell)
VH-EBA	26JUL62	Operated London-Cairo. (Source: Log Book of William Edwards)
VH-EBA	28AUG62	Operated Singapore-Darwin-Sydney (Capt Cleave Forrester). (Source: Log Book of John Ellis)
VH-EBA	07SEP62	Operated London-Frankfurt-Athens-Cairo by Capt Phil Mathieson. (Source: Log Book of Alan Terrell)
VH-EBA	19SEP62	Operated Singapore-Perth-Sydney. (Source: Log Book of John Ellis)
VH-EBA	05OCT62	Operated Teheran-Athens-Rome-London by Capt Geoff Rees. (Source: Log Book of Alan Terrell)
VH-EBA	26OCT62	Operated Singapore-Bangkok-Calcutta-Karachi. (Source: Log Book of John Ellis)
VH-EBA	27OCT62	Operated London-Frankfurt-Rome-Teheran by Capt Laurie Bray. (Source: Log Book of Alan Terrell)
VH-EBA	01NOV62	Operated Karachi-Calcutta-Singapore. (Source: Log Book of John Ellis)
VH-EBA	04NOV62	Operated New York-London. (Source: Log Book of William Edwards)
VH-EBA	18NOV62	Operated London-Athens-Cairo by Capt Geoff Rees. (Source: Log Book of Alan Terrell)
VH-EBA	19NOV62	Operated Cairo-Bahrain-Karachi. (Source: Log Book of John Ellis)
VH-EBA	29NOV62	Operated London-New York by Capt Geoff Rees. (Source: Log Book of Alan

		Terrell)
VH-EBA	04JAN63	Operated London-Rome-Cairo by Capt Allan Sommerville. (Source: Log Book of Alan Terrell)
VH-EBA	07JAN63	Departed Sydney at 2103 on its first Malta migrant charter
VH-EBA	15JAN63	Operated New York-London by Capt Laurie Bray. (Source: Log Book of Alan Terrell)
VH-EBA	20JAN63	Operated Cairo-London. (Source: Log Book of William Edwards)
VH-EBA	23JAN63	Departed Sydney at 0600 on its first Madrid migrant charter
VH-EBA	24JAN63	Operated Madrid-Karachi by Capt David Skinner. (Source: Log Book of Alan Terrell)
VH-EBA	03FEB63	Operated New York-London by Capt Allan Sommerville. (Source: Log Book of Alan Terrell)
VH-EBA	24FEB63	Departed Sydney at 1001 on its first Hong Kong service
VH-EBA	22MAR63	Operated London-New York by Capt Laurie Bray. (Source: Log Book of Alan Terrell)
VH-EBA	16APR63	Operated London-Athens. (Source: Log Book of William Edwards)
VH-EBA	17APR63	Operated Athens-Cairo. (Source: Log Book of William Edwards)
VH-EBA	26MAY63	Operated New York-London by Capt Ken Meares. (Source: Log Book of Alan Terrell)
VH-EBA	27MAY63	Operated London-New York. (Source: Log Book of William Edwards)
VH-EBA	31MAY63	Stansted. (Source: Log Book of William Edwards)
VH-EBA	09JUN63	Departed Sydney at 1112 on its first Vienna migrant charter
VH-EBA	18JUN63	Operated London-Cairo. (Source: Log Book of William Edwards)
VH-EBA	01AUG63	Operated Cairo-Frankfurt-London by Capt unknown. (Source: Log Book of Alan Terrell)
VH-EBA	09AUG63	Stansted. (Source: Log Book of William Edwards)
VH-EBA	13AUG63	Departed Sydney at 0850 on its first Army charter to Singapore
VH-EBA	13SEP63	Stansted. (Source: Log Book of William Edwards)
VH-EBA	14SEP63	Photographed at London Heathrow. 📷
VH-EBA	18SEP63	Operated London-Rome-Cairo by Capt Tom McLaurie. (Source: Log Book of Alan Terrell)
VH-EBA	25SEP63	Operated London-Rome-Cairo by Capt Laurie Bray. (Source: Log Book of Alan Terrell)
VH-EBA	13OCT63	Departed Sydney at 0750 on its first Brussels migrant charter
VH-EBA	13OCT63	Operated Karachi-Brussels by Capt Geoff Rees. (Source: Log Book of Alan Terrell)
VH-EBA	15OCT63	Operated Brussels-Hamburg-Karachi by Capt Geoff Rees. (Source: Log Book of Alan Terrell)
VH-EBA	17OCT63	Operated Singapore-Bangkok-Calcutta-Karachi by Capt R. Lucas and S/O R. Woodrow. (Source: Log Book of Dick Woodrow)
VH-EBA	18OCT63	Stansted. (Source: Log Book of William Edwards)
VH-EBA	22NOV63	Departed Sydney at 1610 on its first Singapore service
VH-EBA	11DEC63	Operated London-Vienna-Athens-Karachi by Capt Geoff Rees. (Source: Log Book of Alan Terrell)
VH-EBA	23DEC63	Operated Sydney-Taipei-Hong Kong by Capt W. Radford and S/O R. Woodrow. (Source: Log Book of Dick Woodrow)
VH-EBA	23DEC63	Operated Hong Kong-Karachi by Capt G. Halcrow and S/O R. Woodrow. (Source: Log Book of Dick Woodrow)

VH-EBA	05JAN64	Operated London-Istanbul. (Source: Log Book of William Edwards)
VH-EBA	06JAN64	Operated Istanbul-Teheran. (Source: Log Book of William Edwards)
VH-EBA	12JAN64	Operated Manila-Sydney by Capt J. Bale and S/O R. Woodrow. (Source: Log Book of Dick Woodrow)
VH-EBA	17JAN64	Operated Sydney-Perth-Singapore by Capt R. Treadgold and S/O R. Woodrow. (Source: Log Book of Dick Woodrow)
VH-EBA	20JAN64	Operated London-Rome-Athens-Cairo by Capt Laurie Bray. (Source: Log Book of Alan Terrell)
VH-EBA	24JAN64	Operated Karachi-Calcutta-Bangkok-Singapore by Capt R. Treadgold and S/O R. Woodrow. (Source: Log Book of Dick Woodrow)
VH-EBA	30JAN64	Training at Avalon. (Source: Log Book of Howard Morris)
VH-EBA	31JAN64	Training at Avalon. (Source: Log Book of Howard Morris)
VH-EBA	25FEB64	Departed Sydney at 1458 on its first Djakarta service
VH-EBA	03MAR64	Operated Sydney-Nadi-Honolulu. (Source: Log Book of John Ellis)
VH-EBA	23MAR64	Operated London-New York. (Source: Log Book of William Edwards)
VH-EBA	26MAR64	Operated Hong Kong-Manila-Sydney by Capt A. Somerville and S/O R. Woodrow. (Source: Log Book of Dick Woodrow)
VH-EBA	31MAR64	Operated Sydney-Djakarta-Singapore. (Source: Log Book of Howard Morris)
VH-EBA	06APR64	Operated Honolulu-San Francisco. (Source: Log Book of John Ellis)
VH-EBA	17APR64	Operated Sydney-Manila-Hong Kong by Capt W. Radford and S/O R. Woodrow. (Source: Log Book of Dick Woodrow)
VH-EBA	20APR64	Stansted. (Source: Log Book of William Edwards)
VH-EBA	21APR64	Operated Teheran-New Delhi-Bangkok-Singapore by Capt W. Radford and S/O R. Woodrow. (Source: Log Book of Dick Woodrow)
VH-EBA	28APR64	Operated London-Cairo. (Source: Log Book of William Edwards)
VH-EBA	10JUN64	Operated Sydney-Djakarta-Singapore. (Source: Log Book of Howard Morris)
VH-EBA	18JUN64	Operated New York-London by Capt Alan Terrell. (Source: Log Book of Alan Terrell)
VH-EBA	29JUN64	Stansted. (Source: Log Book of William Edwards)
VH-EBA	29JUN64	Training at Stansted by Capt Bill Edwards. (Source: Log Book of Alan Terrell)
VH-EBA	05JUL64	Operated Singapore-Delhi. (Source: Log Book of Howard Morris)
VH-EBA	06JUL64	Operated Delhi-Tehran. (Source: Log Book of Howard Morris)
VH-EBA	07JUL64	Operated Hong Kong-Darwin-Sydney. (Source: Log Book of John Ellis)
VH-EBA	11JUL64	Operated Hong Kong-Manila. (Source: Log Book of Howard Morris)
VH-EBA	12JUL64	Operated Manila-Sydney. (Source: Log Book of Howard Morris)
VH-EBA	18JUL64	Flew Sydney-Melbourne in 38 min 25 sec to commemorate the 50th anniversary of the first Australian Air Mail service. (Capt Roly Probert)
VH-EBA	23JUL64	Operated Hong Kong-Tokyo-Hong Kong. (Source: Log Book of Howard Morris)
VH-EBA	07AUG64	Operated Hong Kong-Manila-Darwin-Sydney. (Source: Log Book of John Ellis)
VH-EBA	10AUG64	Operated London-New York. (Source: Log Book of William Edwards)
VH-EBA	13AUG64	Operated New York-London by Capt Alan Terrell. (Source: Log Book of Alan Terrell)
VH-EBA	02SEP64	Operated London-Cairo. (Source: Log Book of William Edwards)
VH-EBA	03SEP64	Operated Cairo-Karachi by Capt W. Gnauck and S/O R. Woodrow. (Source: Log Book of Dick Woodrow)

VH-EBA	07SEP64	Operated Singapore-Perth-Sydney by Capt W. Gnauck and S/O R. Woodrow. (Source: Log Book of Dick Woodrow)
VH-EBA	09SEP64	Operated Sydney-Djakarta-Singapore. (Source: Log Book of John Ellis)
VH-EBA	21SEP64	Stansted. (Source: Log Book of William Edwards)
VH-EBA	25SEP64	Operated Hong Kong-Manila-Sydney by Capt M. Bamman and S/O R. Woodrow. (Source: Log Book of Dick Woodrow)
VH-EBA	30SEP64	Operated Karachi-Cairo by Capt Alan Terrell. (Source: Log Book of Alan Terrell)
VH-EBA	09OCT64	Operated London-Cairo. (Source: Log Book of William Edwards)
VH-EBA	10OCT64	Operated Cairo-London. (Source: Log Book of William Edwards)
VH-EBA	11OCT64	Operated New York-London by Capt Alan Terrell. (Source: Log Book of Alan Terrell)
VH-EBA	29OCT64	Operated Sydney-Malta. (Source: Log Book of Howard Morris)
VH-EBA	30OCT64	Operated Malta-Hong Kong. (Source: Log Book of Howard Morris)
VH-EBA	04NOV64	Operated London-Athens-Teheran. (Source: Log Book of John Ellis)
VH-EBA	04NOV64	Operated Teheran-Athens-Rome-London by Capt Alan Terrell. (Source: Log Book of Alan Terrell)
VH-EBA	21NOV64	Operated Karachi-Cairo. (Source: Log Book of Howard Morris)
VH-EBA	21NOV64	Operated Cairo-Frankfurt-London by Capt Alan Terrell. (Source: Log Book of Alan Terrell)
VH-EBA	25NOV64	Operated Hong Kong-Tokyo-Hong Kong by Capt Bob Fairservice. (Source: Log Book of S/O Mike Menzies)
VH-EBA	27NOV64	Operated Hong Kong-Manila by Capt Gil Halcrow. (Source: Log Book of S/O Mike Menzies)
VH-EBA	28NOV64	Operated Manila-Sydney by Capt Gil Halcrow. (Source: Log Book of S/O Mike Menzies)
VH-EBA	17DEC64	Operated Singapore-Bangkok-New Delhi-Teheran by Capt G. Halcrow and S/O R. Woodrow. (Source: Log Book of Dick Woodrow)
VH-EBA	01JAN65	Operated Teheran-London by Capt Alan Terrell. (Source: Log Book of Alan Terrell)
VH-EBA	11JAN65	Operated Sydney-Avalon. (Source: Log Book of William Edwards)
VH-EBA	12JAN65	Avalon. (Source: Log Book of William Edwards)
VH-EBA	13JAN65	Avalon. (Source: Log Book of William Edwards)
VH-EBA	14JAN65	Avalon. (Source: Log Book of William Edwards)
VH-EBA	15JAN65	Avalon. (Source: Log Book of William Edwards)
VH-EBA	17JAN65	Operated Sydney-Manila-Hong Kong. (Source: Log Book of Howard Morris)
VH-EBA	22JAN65	Operated San Francisco-Honolulu by Capt Graham Lance. (Source: Log Book of S/O Mike Menzies)
VH-EBA	04FEB65	Operated London-Frankfurt-Istanbul-Teheran. (Source: Log Book of John Ellis)
VH-EBA	08FEB65	Operated New York-San Francisco by Capt Neil Snodgrass. (Source: Log Book of S/O Mike Menzies)
VH-EBA	13FEB65	Operated Honolulu-Nadi-Sydney by Capt Gordon Crampton. (Source: Log Book of S/O Mike Menzies)
VH-EBA	19FEB65	Royal Flight London to Sydney with the Duke and Duchess of Gloucester. ( Ref. WTW 167)
VH-EBA	20FEB65	Arrived Sydney at 0620 on Royal Flight
VH-EBA	08APR65	Operated London-Rome-Cairo by Capt Geoff Piggot. (Source: Log Book of S/O Mike Menzies)

VH-EBA	09APR65	Operated Cairo-Karachi by Capt Geoff Piggot. (Source: Log Book of S/O Mike Menzies)
VH-EBA	16APR65	Departed Sydney at 1217 on its first Christchurch service
VH-EBA	19APR65	Noted at London, Heathrow. (Source: Alex Walker)
VH-EBA	25APR65	Operated London-Karachi by Capt Alan Terrell. (Source: Log Book of Alan Terrell)
VH-EBA	12MAY65	Avalon. (Source: Log Book of William Edwards)
VH-EBA	29MAY65	Operated Sydney-Nadi-Honolulu. (Source: Log Book of William Edwards)
VH-EBA	01JUN65	Operated Honolulu-Nadi. (Source: Log Book of William Edwards)
VH-EBA	02JUN65	Operated Nadi-Sydney. (Source: Log Book of William Edwards)
VH-EBA	08JUN65	Operated Singapore-Bangkok-Calcutta. (Source: Log Book of William Edwards)
VH-EBA	09JUN65	Operated Calcutta-Teheran. (Source: Log Book of William Edwards)
VH-EBA	15JUN65	Operated New York-London by Capt Alan Terrell. (Source: Log Book of Alan Terrell)
VH-EBA	16JUN65	Stansted. (Source: Log Book of William Edwards)
VH-EBA	21JUN65	Operated Karachi-Calcutta-Bangkok-Singapore. (Source: Log Book of William Edwards)
VH-EBA	22JUN65	Operated Singapore-Sydney by Capt A. Young and F/O R. Woodrow. (Source: Log Book of Dick Woodrow)
VH-EBA	02JUL65	Operated Sydney-Brisbane-Manila-Hong Kong by Capt F. Fox and F/O R. Woodrow. (Source: Log Book of Dick Woodrow)
VH-EBA	10JUL65	Operated Sydney-Singapore by Capt J. Margin and F/O R. Woodrow. (Source: Log Book of Dick Woodrow)
VH-EBA	12AUG65	Operated Karachi-Cairo-Athens-London by Capt B. Barnes. (Source: Log Book of S/O Mike Menzies)
VH-EBA	09NOV65	Operated San Francisco-Honolulu by Capt Andy Stapleton. (Source: Log Book of S/O Mike Menzies)
VH-EBA	24NOV65	Departed Sydney at 1005 on the inaugural 707 service to Auckland
VH-EBA	03DEC65	Operated Hong Kong-Sydney. (Source: Log Book of William Edwards)
VH-EBA	07DEC65	Operated Singapore-Bangkok-Karachi-Teheran by Capt H. Manley and F/O R. Woodrow. (Source: Log Book of Dick Woodrow)
VH-EBA	13FEB66	Operated Hong Kong-Manila-Sydney by Capt G. Connor and F/O R. Woodrow. (Source: Log Book of Dick Woodrow)
VH-EBA	25FEB66	Operated London-New York. (Source: Log Book of Howard Morris)
VH-EBA	03MAR66	Operated New York-London. (Source: Log Book of Howard Morris)
VH-EBA	23MAR66	Operated Honolulu-Nadi. (Source: Log Book of William Edwards)
VH-EBA	24MAR66	Operated Nadi-Sydney. (Source: Log Book of William Edwards)
VH-EBA	01JUN66	Operated Hong Kong-New Delhi-Teheran. (Source: Log Book of John Wilkinson)
VH-EBA	05JUN66	Operated Teheran-New Delhi-Hong Kong. (Source: Log Book of John Wilkinson)
VH-EBA	19JUN66	Operated Hong Kong-Manila-Sydney. (Source: Log Book of John Wilkinson)
VH-EBA	08JUL66	Operated Honolulu-Nadi. (Source: Log Book of Howard Morris)
VH-EBA	09JUL66	Operated Nadi-Sydney. (Source: Log Book of Howard Morris)
VH-EBA	18JUL66	Operated Hong Kong-New Delhi. (Source: Log Book of Alan Trass)
VH-EBA	19JUL66	Operated New Delhi-Teheran. (Source: Log Book of Alan Trass)
VH-EBA	23JUL66	Operated London-Vienna-Teheran. (Source: Log Book of Alan Trass)
VH-EBA	25AUG66	Operated Teheran-New Delhi-Hong Kong. (Source: Log Book of John Wilkinson)

VH-EBA	14SEP66	Operated Nadi-Honolulu. (Source: Log Book of David Currie)
VH-EBA	26SEP66	Operated Hong Kong-New Delhi. (Source: Log Book of Alan Trass)
VH-EBA	27SEP66	Operated New Delhi-Teheran. (Source: Log Book of Alan Trass)
VH-EBA	13OCT66	Operated Sydney-Manila-Hong Kong. (Source: Log Book of David Currie)
VH-EBA	27OCT66	Operated Hong Kong-Manila-Brisbane. (Source: Log Book of Howard Morris)
VH-EBA	28OCT66	Operated Brisbane-Sydney. (Source: Log Book of Howard Morris)
VH-EBA	14NOV66	Operated London-New York. (Source: Log Book of David Currie)
VH-EBA	10JAN67	Operated training flights at Avalon. (Source: Log Book of S/O Graeme Cant)
VH-EBA	23JAN67	Operated training flights at Avalon (3:35). (Source: Log Book of FEO Doug Parkes)
VH-EBA	25JAN67	Operated training flights at Avalon (4:25). (Source: Log Book of FEO Doug Parkes)
VH-EBA	26JAN67	Operated training flights at Avalon (2:20). (Source: Log Book of FEO Doug Parkes)
VH-EBA	11FEB67	Operated San Francisco-Honolulu. (Source: Log Book of William Edwards)
VH-EBA	14FEB67	Operated Teheran-Rome-London. (Source: Log Book of Alan Trass)
VH-EBA	15FEB67	Operated Singapore-Perth-Sydney (Capt Harry Shaw). (Source: Log Book of S/O Graeme Cant)
VH-EBA	17FEB67	Operated Sydney-Brisbane-Manila-Hong Kong. (Source: Log Book of Howard Morris)
VH-EBA	19FEB67	Operated Teheran-New Delhi-Hong Kong. (Source: Log Book of David Currie)
VH-EBA	02MAR67	Operated Hong Kong-Manila-Brisbane-Sydney (Capt Roger Wilson). (Source: Log Book of S/O Graeme Cant)
VH-EBA	11MAR67	Operated San Francisco-Honolulu. (Source: Log Book of Alan Trass)
VH-EBA	16MAR67	Operated Hong Kong-Manila-Brisbane. (Source: Log Book of Howard Morris)
VH-EBA	17MAR67	Operated Brisbane-Sydney. (Source: Log Book of Howard Morris)
VH-EBA	29MAR67	Operated Hong Kong-New Delhi-Teheran by Capt Alan Terrell. (Source: Log Book of Alan Terrell)
VH-EBA	01APR67	Operated Teheran-New Delhi-Hong Kong. (Source: Log Book of Alan Trass)
VH-EBA	06APR67	Operated Hong Kong-New Delhi. (Source: Log Book of David Currie)
VH-EBA	18APR67	Operated Hong Kong-Manila-Brisbane. (Source: Log Book of Howard Morris)
VH-EBA	19APR67	Operated Brisbane-Sydney. (Source: Log Book of Howard Morris)
VH-EBA	26APR67	Operated Sydney-Brisbane-Manila-Hong Kong. (Source: Log Books of Howard Morris & FEO Doug Parkes)
VH-EBA	27APR67	Operated London-Amsterdam-Athens-Teheran (Capt Ralph Bruce). (Source: Log Book of S/O Graeme Cant)
VH-EBA	02MAY67	Operated training flights at Avalon. (Capt Dennis Brown). (Source: Log Book of S/O Clive Wallis)
VH-EBA	03MAY67	Operated training flights at Avalon. (Capt Dennis Brown). (Source: Log Book of S/O Clive Wallis)
VH-EBA	09MAY67	Operated training flights at Avalon. (Source: Log Book of John Ellis)
VH-EBA	10MAY67	Operated training flights at Avalon. (Source: Log Book of John Ellis)
VH-EBA	11MAY67	Operated Sydney-Darwin-Hong Kong (Capt Bert Yates). (Source: Log Book of S/O Graeme Cant)
VH-EBA	15MAY67	Operated Sydney-Avalon for training. (Source: Log Book of John Ellis)
VH-EBA	16MAY67	Operated training flights at Avalon under the command of Dick Lucas. (Source: Log Book of Bill Robbie)
VH-EBA	16MAY67	John Ellis underwent his F/O endorsement at Avalon with Capt Ross Home. He



		then had to wait six weeks for suitable cross-winds at Avalon to complete his endorsement (see 13JUL67). At the time it was a record waiting for cross-winds. (Source: Log Book of John Ellis)
VH-EBA	18MAY67	Operated training flights at Avalon. (Source: Log Book of John Ellis)
VH-EBA	08JUN67	Operated Teheran-New Delhi-Hong Kong. (Capt W.K. Roberts). (Source: Log Book of S/O Clive Wallis)
VH-EBA	08JUN67	Operated Hong Kong-Manila-Brisbane-Sydney (Capt Bill Selwyn). (Source: Log Book of S/O Graeme Cant)
VH-EBA	27JUN67	Operated London-Rome-Istanbul-Teheran (Capt Ian Wyndham). (Source: Log Book of S/O Graeme Cant)
VH-EBA	13JUL67	Operated cross-wind training flights at Avalon (Capt Rod McAlpine). (Source: Log Book of John Ellis)
VH-EBA	16JUL67	Operated Sydney-Perth-Singapore. (Source: Log Book of Alan Trass)
VH-EBA	16JUL67	Operated Singapore-Kuala Lumpur-Colombo-Teheran (Capt Keith McKnight). (Source: Log Book of S/O Graeme Cant)
VH-EBA	07AUG67	Operated Teheran-Athens-Vienna-London. (Source: Log Book of FEO Doug Parkes)
VH-EBA	10AUG67	Operated Sydney-Darwin-Hong Kong. (Capt Phil Oakley). (Source: Log Book of S/O Clive Wallis)
VH-EBA	13AUG67	Operated San Francisco-Honolulu (Capt Gordon McRae). (Source: Log Book of S/O Graeme Cant)
VH-EBA	25AUG67	Departed Sydney at 1011 on its last Qantas service (to Auckland)
VH-EBA	27SEP67	Test flown (1:55) after Block A overhaul, reweigh and compass swing. Aircraft awaiting sales determination. (Source: Production Planning Sheet September 1967) 🛩️
VH-EBA	31OCT67	Struck off Australian Register. (TT: 25373:00)
CF-PWV	03NOV67	Departed Sydney as CF-PWV on delivery to Pacific Western Airlines. (Source: Production Planning Sheet November 1967) 🛩️ 🛩️ 🛩️ 🛩️
CF-PWV	03NOV67	Sold to Pacific Western Airlines (Fleet # 773) 🛩️
CF-PWV	23NOV67	H.W. 'Bill' Strangward flew with Pacific Western Airlines as a Flight Engineer Officer on CF-PWV from 23NOV67 to 15APR68. A PDF summary of his log book can be downloaded <a href="#">here</a> .
CF-PWV	28MAY73	Noted at London, Gatwick. (Source: Alex Walker)
C-FPWV	01JAN74	Presentation of Canadian registrations changed 🛩️
C-FPWV	JUN76	Photographed at Paris in revised Pacific Western Airlines livery 🛩️
C-FPWV	MAY78	Photographed at Vancouver 🛩️
C-FPWV	SEP78	Withdrawn from service and stored at Vancouver
C-FPWV	19OCT78	Sold to Tiger Air for executive conversion
N112TA	OCT78	Proposed registration not taken up
N138TA	25OCT78	Registered to Tiger Air
N138TA	04JUN81	Participated in Paris Air Show at Le Bourget as exhibit No 96. 🛩️
N138TA	16OCT83	Sold to Airmark Corporation, Burbank, California. (AL206/14) 🛩️ See: <a href="#">Airmark Corporation and the Former VH-EBA</a>
N138TA	23MAY84	Noted at Tramco, Everett (AL211/13)
N138TA	JUN84	Airmark moved their 707 operation to an American Airlines hangar at Los Angeles International. (Source: David Rowland, then VP Operations for Airmark)
N138TA	JUL84	Airmark were certified as an FAR 121 Supplemental Air Carrier for worldwide operations. (Source: David Rowland, then VP Operations for Airmark)
N138TA	06JUL84	Airmark signed a contract for a Stage 3 hush kit with a delivery date of

		31MAY85. (Source: <a href="http://www.altlaw.org/v1/cases/421286">www.altlaw.org/v1/cases/421286</a> )
N138TA	06JUL84	Airmark's first big charter was the " <a href="#">Victory Tour</a> " by The Jacksons pop group (including Michael Jackson) which commenced in Kansas City on this date and concluded in Los Angeles on 09DEC84. Although the Jacksons used road and rail for some sectors of the tour, Airmark did all the flying with the 707. There were usually no more than 10 passengers on the aircraft. (Source: David Rowland, then VP Operations for Airmark) In all there were 55 concerts in the USA and Canada and at the time, the tour was the highest grossing tour in history. (Source: <a href="http://www.ukmix.org">http://www.ukmix.org</a> ) Note: Michael Jackson also used the former VH-EBB as N138SR in SEP96.
N138TA	10AUG84	The aircraft arrived at Tramco, Everett, Washington for maintenance. (Source: David Rowland, then VP Operations for Airmark)
N220AM	20AUG84	The aircraft departed Tramco, Everett, Washington having been repainted as N220AM. (Source: David Rowland, then VP Operations for Airmark)
N220AM	SEP84	Re-registered to Airmark Corp (AL215/13) 🇺🇸
N220AM	16SEP84	Noted at Montreal (AL215/13). This date corresponds with an appearance by The Jacksons on their "Victory Tour".
N220AM	NOV84	Noted at Vancouver carrying The Jacksons on their "Victory Tour".
N220AM	09DEC84	The "Victory Tour" concluded in Los Angeles. After this, the aircraft flew Airmark's owner on several trips as well as operating charters to New Zealand, Japan, France and England. (Source: David Rowland, then VP Operations for Airmark)
N220AM	31DEC84	Stage 3 noise regulations effectively grounded the aircraft as of this date. Airmark were given an exemption to continue operating the aircraft within the USA until 31MAY85 as they had paid a deposit on a Stage 3 hush kit (which never eventuated). The exemption stipulated that Airmark could operate only to the same airports that they had serviced in 1984. This effectively shut down the charter operation until a legal precedent brought about a further exemption. (Source: David Rowland, then VP Operations for Airmark)
N220AM	JAN85	Owing to market conditions and the effective grounding of the aircraft because of Stage 3 noise regulations, N220AM was sold to Community Transport Inc of San Antonio, Texas. Community Transport (aka Comtran) had successfully produced a Stage 3 hush kit for the B707-300 and they recognised a market for conversions to the B707-100. The FAA determined that such a modification must be performed on a B707-100 airframe for testing and certification. N220AM was acquired for this purpose with a view to resale after Stage 3 certification. The aircraft was delivered by David Rowland to Community Transport in San Antonio during January 1985. (Source: David Rowland, then VP Operations for Airmark)
N220AM	JAN86	Registered to Community Transport Inc, San Antonio TX (AL232/9)
N138MJ	OCT86	Re-registered to Community Transport Inc, San Antonio TX (AL241/13) Community Transport was owned by Morris Jaffe and operated by his son, Michael, hence the new registration. (Source: David Rowland, then VP Operations for Airmark)
N138MJ	31AUG87	Noted at Heathrow (AL251/11)
HZ-123	17SEP87	Noted at Heathrow having been sold to the Royal Saudi Air Force (AL251/11) Aircraft is used by Prince Bandar, Saudi Ambassador to the USA. It replaces Boeing 727 HZ-122 (AL252/9) HZ-123 was normally based at Page Aviation, Washington, Dulles. (Source: David Rowland, then VP Operations for Airmark) Selcal AC-GJ 🇸🇦
17696	27OCT90	Noted at Heathrow carrying its c/n 17696 in place of the registration on the tail.

		Also carrying small Samair titles near the front port door. (AL289/12)
HZ-123	31OCT90	Reverted to HZ-123 (AL289/12)
HZ-123	FEB92	Photographed at London, Heathrow. 🛩️
HZ-123	30SEP99	Noted stored at Southend (AL395/25) (Prince Bandar's Airbus A340-213 HZ-124 was delivered on 28FEB97)
HZ-123	22JUL00	Noted undergoing maintenance in the Heavylift hangar at Southend (AL405/24)
HZ-123	29OCT00	Rolled out at Southend in a new white livery with the Saudi flag and registration on the tail (AL408/25)
HZ-123	17DEC00	Noted parked at Southend on apron end of taxiway B (AL410/22)
HZ-123	OCT03	Photographed in storage at Southend. 🛩️ 🛩️
HZ-123	09OCT05	Photographed in storage at Southend. 🛩️
HZ-123	28JUN06	Purchased by the Qantas Foundation Memorial Ltd.
HZ-123	30JUN06	The registration was removed from the aircraft.
VH-XBA	07JUL06	Registered to Qantas Foundation Memorial Ltd., Longreach, Qld.
VH-XBA	13JUL06	The Australian registration was painted on the fin.
VH-XBA	30NOV06	The aircraft performed taxi trials at Southend (4.4 hours). 🛩️ 🛩️ 🛩️
VH-XBA	02DEC06	The aircraft departed Southend at approximately 1330 local on its first test flight (3 hours). The aeroplane returned to Southend at 1559 local. 🛩️ 🛩️ 🛩️ 🛩️ 🛩️
VH-XBA	06DEC06	The aircraft departed Southend at 0925 local on its second test flight (3.5 hours). The aeroplane returned to Southend at 1219 local. 🛩️ 🛩️ 🛩️ 🛩️ 🛩️
VH-XBA	08DEC06	The aircraft departed Southend at 0928 local for Dublin. 🛩️ 🛩️ 🛩️ 🛩️ 🛩️ 🛩️ 🛩️
VH-XBA	08DEC06	The aircraft arrived at Dublin at 1045 local. 🛩️ 🛩️ 🛩️ 🛩️
VH-XBA	08DEC06	The aircraft arrived at Tenerife Sur Reina Sofia at 1748 local. 🛩️
VH-XBA	09DEC06	The aircraft arrived at Bermuda at 1352 local.
VH-XBA	10DEC06	The aircraft arrived at Orlando at 1217 local.
VH-XBA	11DEC06	The aircraft arrived at Los Angeles at 1358 local.
VH-XBA	12DEC06	The aircraft arrived at Honolulu at 1418 local.
VH-XBA	15DEC06	The aircraft arrived at Nadi at 1239 local.
VH-XBA	16DEC06	The aircraft arrived at Sydney at 0906 local.
VH-XBA	16MAR07	Operated a crew recency flight from Sydney to RAAF Richmond and return.
VH-XBA	05APR07	Operated a crew recency flight from Sydney to RAAF Williamtown and RAAF Richmond and return.
VH-XBA	07APR07	Operated a crew recency flight from Sydney to Longreach and return.
VH-XBA	07JUN07	Operated a crew recency flight from Sydney to Canberra and Albion Park (Wollongong) and return.
VH-XBA	10JUN07	Departed Sydney at 0810 (airborne) and landed at Longreach at 1100 on its final flight to the Qantas Founders Outback Museum.  Total Time: 61909.4 hours Cycles: 23618
VH-XBA	18JUN07	Decommissioning completed at Longreach.

## VH-EBA RELATED DOCUMENTS

It has been our practice to include contributed log book extracts within the above history. Although this will continue, there have been several instances where these contributions have been sufficiently extensive to demand presentation as a stand-alone document. These documents, which can be viewed as a PDF (Portable Document Format), will be listed in the following table. To read them you will require the Adobe Reader which can be downloaded at no cost from the following link.

[Download the Reader from adobe.com](http://www.adobe.com)



●	H.W. 'Bill' Strangward flew as a Flight Engineer Officer on VH-EBA from the time of its delivery until it was sold to Pacific Western Airlines. This summary was transcribed from Bill Strangward's log book by Colin Lock.
●	H.W. 'Bill' Strangward flew with Pacific Western Airlines as a Flight Engineer Officer on CF-PWV from 23NOV67 to 15APR68. This summary was transcribed from Bill Strangward's log book by Colin Lock.
●	Along with numerous other Qantas aeroplanes, VH-EBA enabled many immigrant families to find a new life in Australia. This summary of flights by VH-EBA was drawn from the National Archives of Australia website by Colin Lock.

### The following related documents are web pages

●	<b>The Daily Diary - Vol 1 (30JAN06 to 21NOV06) - Restoration</b>
●	<b>The Daily Diary - Vol 2 (22NOV06 to 07DEC06) - First Flight</b>
●	<b>The Daily Diary - Vol 3 (08DEC06 to 27JUL07) - Delivery</b>
●	<b>The Flight Deck of VH-XBA (high res image)</b>
●	<b>The full story of Airmark Corporation and the former VH-EBA</b>
●	<b>The Flight Deck of N138TA (high res image)</b>
●	<b>The Cabin of N138TA</b>

## Did you fly EBA?

Please send your log book details (date and sector) to the [Webmaster](#) for inclusion in the history of the aeroplane.

## This summary was developed for the Qantas Foundation Memorial by Ron Cuskelly

<a href="#">EBA</a>	<a href="#">EBB</a>	<a href="#">EBC</a>	<a href="#">EBD</a>	<a href="#">EBE</a>	<a href="#">EBF</a>	<a href="#">EBG</a>
<a href="#">EBH</a>	<a href="#">EBI</a>	<a href="#">EBJ</a>	<a href="#">EBK</a>	<a href="#">EBL</a>	<a href="#">EBM</a>	<a href="#">EVA</a>



Camera icon is linked to a photo.

Issue	Date	Remarks
29	20FEB10	Added flights by VH-EBA from 02MAY67 to 10AUG67 sourced from the log book of Clive Wallis.
28	23AUG09	Added flights by VH-EBA from 25NOV64 to 09NOV65 sourced from the log book of Mike Menzies.
27	26JUN09	Added flights by VH-EBA from 18JUL66 to 16JUL67 sourced from the log book of FEO Alan Trass.
26	19FEB09	Added flights by VH-EBA from 23JAN67 to 07AUG67 sourced from the log book of Doug Parkes.
25	21JAN09	Added flights by VH-EBA from 26MAR62 to 29MAR67 sourced from the log book of Alan Terrell.
24	13JAN09	Added more detail of the aircraft's use by Airmark Corporation (OCT83 to JAN85) as N138TA and N220AM. Thanks to David Rowland who was VP Operations for Airmark at the time.
23	09JUN08	Added flights by VH-EBA from 28AUG62 to 13JUL67 sourced from the log book of John Ellis.
22	25MAY08	Added flights by VH-EBA from 10JAN67 to 13AUG67 sourced from the log book of Graeme Cant.
21	08MAY08	Added flights by VH-EBA from 17OCT63 to 13FEB66 sourced from the log book of Dick Woodrow.
20	05MAY08	Added flights by VH-EBA from 26JUL59 to 31OCT67 sourced from the log book of Bill Strangward by Colin Lock. Added a summary of migrant flights by VH-EBA from 27AUG59 to 14FEB67 sourced from the National Archives of Australia by Colin Lock. See " <a href="#">Related Documents</a> " above.
19	04MAY08	Added flights by CF-PWV from 23NOV67 to 15APR68 sourced from the log book of Bill Strangward by Colin Lock. See " <a href="#">Related Documents</a> " above.
18	06SEP07	Added flights by VH-EBA from JUN66 and AUG66 sourced from the log book of John Wilkinson.
17	22JUN07	Added details of the decommissioning. Also added details of an incident on 03MAY62. Also added an image of the aircraft after withdrawal from Qantas service in OCT67.
16	14JUN07	Added details of the final two flights.
15	14APR07	Added flights by VH-EBA from AUG59 to MAY67 sourced from the log book of Bill Robbie. Added flights by VH-EBA from AUG59 to FEB67 sourced from the log book of William Edwards.

14	26MAR07	Added several references to use by Michael Jackson during the period July to December 1984 and possibly again from October 1986 to August 1987.
13	25FEB07	Added flights by VH-EBA from SEP66 to APR67 sourced from the log book of David Currie who was then a Second Officer with Qantas.
12	24DEC06	Several of the arrival times for the delivery flight were adjusted for consistency with <a href="#">this schedule</a> .
11	16DEC06	Added details of arrivals at Nadi and Sydney.
10	14DEC06	Added details of arrivals at Bermuda, Orlando, Los Angeles and Honolulu.
9	10DEC06	Added images of departure from Southend and arrivals at Dublin and Tenerife.
8	07DEC06	Added details of second test flight from Southend on 06DEC06.
7	06DEC06	Added details of first test flight from Southend on 02DEC06.
6	01DEC06	Added details of taxi trials at Southend on 30NOV06.
5	16OCT06	Added sightings at Heathrow on 19APR65 and at Gatwick (as CF-PWV) on 28MAY73 thanks to Alex Walker.
4	15OCT06	Added flights by VH-EBA from JAN64 to OCT64 sourced from the log book of First Officer (later Captain) Howard Morris. Thanks to Greg Weir for transcribing these details.
3	07OCT06	Added flights by VH-EBA from NOV64 to APR67 sourced from the log book of First Officer (later Captain) Howard Morris. Thanks to Greg Weir for transcribing these details. Also added dates for removal of Saudi registration and painting of Australian registration.
2	05AUG06	Added test flight on 27SEP67 and departure ex SYD on 03NOV67 on delivery to Pacific Western. Derived from Qantas Production Planning sheets with thanks to Ken Cannane.
1	27JUL06	Created individual page for this aircraft. <a href="#">Archived Updates for combined B707-138B list</a> .

## NOTES

1	<p>There are four numbers in the second column of each header. These are:</p> <ol style="list-style-type: none"> <li>1. The Constructor's Number (c/n or Manufacturer's Serial Number)</li> <li>2. The Line Number (The order in which final assembly began)</li> <li>3. Cumulative Line Number (The order in which the aircraft were rolled out)</li> <li>3. Engineering Block Number (Customer Number)</li> </ol> <p>Note: During early production, the Line Number was often the same as the Cumulative Line Number.</p> <p>Source: "The Boeing 707 &amp; 720" Air-Britain 1972.</p>
2	Please forward any errors or updates to the <a href="#">Webmaster</a> .

**These [sources](#) are gratefully acknowledged.**

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