



The Old Fliers' Group

Attached to the Royal Aero Club of WA (Inc).

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****NEXT MEETING****

Friday April 1st

PLEASE NOTE: Meeting put back one week due to normal meeting date falling on Good Friday.

February 2016 Report

Andy Anderson continued his story about flying in the United Kingdom, Europe and further afield as he progressed from company to company in an era when take-overs were common and new airline and charter networks were established.

After starting flying with Airwork Ltd in 1949, he flew for Trans Air which had routes to East Africa, Singapore, Hong Kong and the Middle East. Next he flew for British United Airways (BUA). This company was established when a number of smaller ones 'united' under the new name.

In 1960 BUA was taken over by a Freddie Laker company which was the first to introduce a 'no-frills' policy. His aim was move people and freight as quickly as possible and at the lowest possible price.

Laker encouraged his pilots to fly sectors in the shortest possible time with high power settings (fuel was cheap in those days). He developed a pilot 'bumper board' where those with the best times were moved toward the top – those pilots were favoured when crew rosters were drawn up. His policy impinged on safety as pilots cut corners and made straight in approaches where possible.



A BUA Bristol Britannia.

During those early years fleets were modernised many times. BUA standardised with the Bristol Britannia and then the VC-10, which was one of Andy's favourite aircraft. In that type he pioneered the route to South America via Madrid-Las Palmas, Rio de Janeiro-Buenos Aires and Santiago.

On many occasions, Laker transported his Rolls Royce to distant destinations to impress his clients.



The Laker Rolls Royce being loaded into a VC-10.

The last airline that Andy flew for in the UK was British Caledonian, it had taken over BUA in 1969. Later, Andy resigned from British Caledonian Airways while flying B707s.

In 1975 he joined Kuwait Airways as B707 Fleet Manager. Over the next five years their routes extended from Manila in the east to New York in the west, with a considerable development in Europe and the Middle East. Later, he returned to route flying on the B747 Jumbo for a period of three years before retirement.

Members showed their appreciation by acclamation at the end of Andy's third presentation, which covered a fifty-year span from the mid-1930s to the mid-1980s.



A Kuwait Airways B747.

Parking

The new parking dispensation is in place and includes the additional parking area adjacent to the Pilot Shop.

Next Meeting

The next OFG meeting, on Friday April 1st will feature Alex Kerr who will speak on the subject of China's intrusion into the South China Sea.

Hope you can make it to the Royal Aero Club just before noon for lunch and to hear our speaker.

Brian Hernan