



The Old Fliers' Group

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

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****NEXT MEETING**** Friday September 30th

Last Meeting

About seventy-five members attended the August meeting to hear our two speakers. A late change to the program resulted in Alf Allan being our *Speaker of the Day*, while Gordon Hamilton delivered the second part of his story about his time with Fiji Airways.

Speaker of the Day

Alf Allen briefly covered his flying experiences in the RAAF – from basic trainers to the Mirage, and most types in between. After just over twenty years in the RAAF he moved to commercial aviation and retired recently after flying the B717 for Qantas Link in Western Australia.



An older style DC-9 cockpit.



A typical 'glass cockpit' in a modern passenger jet.

Alf drew comparisons between the operation of a modern jet to the older aircraft types with which OFG members might be familiar. He covered pre-flight

considerations, weight, balance, temperature, density height, payload, fuel load, runway required, power required, power available, etc., – he pointed out that all planning was referenced to safety and efficiency.

Alf covered, in relatively straight forward terms, the considerations and processes for take-off, climb, cruise and descent in a modern jet. He compared the modern *glass cockpit* to the previous type with dozens of now outdated instruments.

Alf will feature at our next meeting where he will discuss flight deck automation and the on-board flight management systems.

Fiji Airways

Gordon Hamilton told us how his travelling engineer duties were reduced when Fiji Airways moved up from the De Havilland Drover to the Hawker Siddeley 748. He was not required to work as a cabin attendant; those duties were handed over to newly-trained cabin crew. Gordon could direct his attention to *en route* service and refuelling – and they were not without their problems.

He told us of the troubles encountered at remote destinations where the ground refuelling staff, even though they had undergone training, had little knowledge of the pitfalls that were forever present.



The Fiji Airways HS 148.

On one occasion the drum fuel was contaminated with water so the only solution was to use a garden stirrup pump to move hundreds of litres of fuel into the aircraft – via a funnel lined with a leather chamois!

Next Meeting

The next meeting will be at the Royal Aero Club, at noon on Friday September 30th. Alf Allen will return to finish off his story and Hilly Rostowsky will tell us about his time as a jet fighter pilot with the Fleet Air Arm.

Brian Hernan.