

MAX LOLLBACK

I received an unusual request from our good Secretary .to write a brief summary of life after Butterworth

Without trying to bore you to much, here goes.

I was posted to Richmond, February 1972 to the C130 Maintenance Squadron and assigned to the Engine/Propellor Repair Shop and later to the C130 Flight Line.

In March 1974 I Posted to 36 Sqn. to undergo a 130A Flight Engineers Course. This was to follow in the footsteps of our good friend and colleague, Jim Hall.

Subsequently I was Posted to 37 Sqn. for a C130E Conversion as an intro for the Introduction of the C130H into the RAAF.

Later I was to be Posted to Convert onto the B707 and remained there until Discharge in March 1985 with the view of moving onto employment in the Civil Field. this need was brought about due the fact of having two teenage children and a house Mortgage.

In January 1986 I was lucky enough to secure a Position as a Flight Engineer With Cathay Pacific Airways, CX based in Hong Kong. Arriving in Hong Kong in January can be very attention grabbing, but not as bracing as when the family arrived from the Gold Coast in mid February. The day after they arrived the weather was about 10 deg C, Foggy and drizzling rain. This was around the time of Chinese New Year, CNY. I was told to get used to as this was the rule rather than the exception at CNY. Nothing changed for the whole period that we were in HKG.

I was assigned to a Position on the B747 200/300 and Freighter. As you would expect the Route System included a Lot of Asia, except North Korea, Australia, New Zealand, Sub-Continent, Middle East, Europe, United Kingdom, Canada and West Coast USA.

Hong Kong being situated almost on the Tropic of Cancer was as described cool to cold in winter and extremely hot and humid in the summer months. The summer was also known as Typhoon Season, could make life very interesting at times. Hong Kong had a population of around 10 Million people and very cosmopolitan. Our Children went to an International School run under the UK System with students coming from about forty different Nationalities.

At the time I Joined CX the Aviation Industry was going through a real "growth spurt", with Airlines all over the World experiencing exceptional growth figures, I think that CX almost

doubled in size in about four years. This was about the time that Long Haul Flying was being introduced, On the B747 200/300 we were limited to Sectors of about 12 Hrs, Hong /London and Hong Kong /Vancouver would stretch the imagination at times depending on the time of year and of course the load Commercial Department would want you to carry. Not unusual for them to ask to reduce the fuel load so they could put on some "Priority Freight". Later model Aircraft were able to carry more and able to operate longer sectors. CX were able to operate Hong Kong/New York and Hong Kong/Los Angeles using the B747-400 and Airbus A340 Aircraft.

However as inveribly happens Technology comes to the fore and the need for Flight Engineers was no longer required. I was made redundant in March !999 and returned to Australia to take over the family beef cattle farm that I grew up on prior to joining the RAAF. This was something that I managed to avoid for almost fifty years and was right in the thick of it including the first drought of the new Millenium. We eventually managed to sell the property in 2007 with the emphasis leaning towards retirement, with things in mind like caravanning, 4WD'ing. This has been pretty much all achieved. I also had a passion as a petrol head. Up until a few years ago I had an EH Holden Sedan, 1964 that I could take to mid week Car Club Meetings and let off some steam. Fortunately managed to keep all in one piece, but have had to give it all away due to a few health problems

We have three grandchildren, the eldest is currently in England with his parents on a two year Soccer Scholarship at Leeds United Football Club as a Goal Keeper. The other two are in Japan. We are able to keep contact presently via the means of Skype and Whats' App.

The Picture below was taken on a return trip to Penang in the early 1990's. The Rug Rats were keen to take in an aerail view of Penang. Being pre Drone days this was the best we could come up with. As you can see it initiated from the top of Penang Hill, spectacular views.

Regards,

Max Lollback.



