



▶ AGM NOMINATION1



▶ DAVID OSTLER.....2



▶ AIRBUS VS BOEING3



**ROYAL
AERONAUTICAL
SOCIETY**

Newsletter

Dedicated to Advancing Aeronautical Art, Science and Engineering

● MELBOURNE BRANCH ISSUE : NOV.

● VOLUME: 11

● YEAR: 2011

Editorial Desk

Our Hargrave lecture was a great success. We thank Mr Honery for his great presentation, and we thank all of you who attended as you made it a great night.

In our upcoming lecture Mr. David Ostler will highlight the lessons learnt from projects good and bad from a test pilots perspective. Make sure you come along to hear what's sure to be an interesting presentation, full of anecdotes from an experienced test pilot.

Following the November lecture, we have the AGM coming up in December. For those who would like to be a part of Royal Aeronautical Society this will be your chance to learn and contribute to the society. AGM will be followed by a movie—so be sure not to miss this excellent opportunity to meet and greet people. Food and drinks will be provided.

Have a great Movember and I hope to see you all at the AGM.

Warm regards
Amit Menghani
Aeronautical Engineer

Up coming Lectures

David Ostler

Lessons learnt from projects good and bad—a test pilot's perspective

Date: Wednesday, 16 November 2011

Venue: Engineers Australia Auditorium

Address: 21 Bedford St, North Melbourne

Time: 6 pm for 6:30 pm start

RAeS 2011 AGM

Date: Tuesday, 6 December 2011

Venue: Engineers Australia Room A & B

Address: 21 Bedford St, North Melbourne

Time: 6 pm for 6:30 pm start

* Followed by a Movie.

2012 Royal Aeronautical Society Melbourne Branch Committee Nomination

The Nomination Form should be brought to the AGM.

Name:

Position Nominating for:

Membership Grade:

Contact Number:

Membership Number:

Email Address:

RAeS MELBOURNE BRANCH - NOVEMBER LECTURE

DAVID OSTLER

Lessons Learnt from Projects Good and Bad - A Test Pilot's Perspective



WEDNESDAY 16 NOVEMBER 2011

VENUE: ENGINEERS AUSTRALIA

ADDRESS: 21 BEDFORD STREET, NORTH MELBOURNE

TIME: 6:00 PM FOR A 6:30 PM START

David commenced his flying career in the Australian Army on Nomad and Porter before moving to the Navy to fly helicopters. David spent over 22 years as an operational and test pilot in the ADF on a variety of aircraft both fixed and rotary wing. He is a qualified engineer and graduate of the Empire Test Pilots School. As a test pilot in the ADF, David worked on a number of programs with a variety of roles including Commonwealth Test Pilot for the Super Seasprite program and Chief of Flight Test for the Navy. Following a period as a university lecturer and researcher, David ventured into the commercial world. He now works as a consultant for Nova Systems, in a job that has him involved in a wide variety of projects, both military, such as the new Army battlefield management system, and civil, such as the Seabird Seeker autopilot installation.

David will be talking about his experiences as a test pilot in a variety of projects, including his time with the ill fated Super Seasprite project. The talk will focus on personal observations and trends that he has noticed over the years as he has moved from project to project. This is not a talk about systems engineering or project management, rather it is about lessons learnt from those things that went well and, of course, those things that went not so well. It will be full of anecdotes not flowcharts.

Date: Wednesday 16 November 2011

Time: 6:00pm for a 6:30pm Start

Venue: Engineers Australia

Address: 21 Bedford Street, North Melbourne

Registrations: This is a **FREE** lecture provided by the Royal Aeronautical Society Melbourne Branch.

Melbourne and Darwin Airspace Studies

A study of the airspace within 45 nautical miles of Melbourne aerodrome has made ten recommendations. The study, carried out by CASA's Office of Airspace Regulation, looked at airspace classifications and related issues. Within 45 nautical miles of Melbourne aerodrome there are three other major aerodromes – Avalon, Essendon and Moorabbin – and 27 smaller aerodromes. Airspace users and other stakeholders raised a wide range of issues during interviews, in questionnaires and at forums. These included restrictions on visual flight rules aircraft accessing controlled airspace, lack of co-ordination between the Moorabbin tower and Melbourne terminal control unit, different air traffic services being delivered in the Avalon and Moorabbin class D airspace, the Moorabbin flying training area no longer being large enough and airspace infringements throughout the Melbourne area. The study recommends a number of actions to address the issues raised by airspace users. This includes flying schools talking to Airservices Australia about increasing access to controlled airspace, opportunities for Airservices to co-ordinate departures from Moorabbin and Melbourne, investigating the claim class D air traffic services are not consistent and dis-establishing the Moorabbin flying training areas. It is also recommended an educational awareness program for flying in the Melbourne basin be developed.

The findings of a study into the airspace above Darwin aerodrome have also been completed. This study noted that unlike other capital city aerodromes Darwin is also the regional general aviation hub, creating a unique and complex mix of traffic. Issues raised during consultation with airspace users and other stakeholders included air traffic control delaying traffic flow and issuing untimely instructions, the design of a number of approaches, local procedures, tracking restrictions around military exercises and the steepness of control area steps. Three recommendations are made – Darwin air traffic control to look at concerns about air traffic services, stakeholders to liaise with air traffic control about instrument approach design and procedures and the Office of Airspace Regulation to determine if the control area step heights are appropriate.

Source: CASA

Campaign warns about dangerous goods

A new campaign has been launched to warn the travelling public and people in the aviation industry about the risks of dangerous goods.

Posters and a brochure have been developed, with the theme "If in doubt, ask". So far CASA has distributed 60,000 dangerous goods brochures and 6000 posters. The brochures have been sent to all charter operators, who will hand them out to passengers.

An electronic version of the brochure is being provided to the Australian Federation of Travel Agents, whose members will give them to people booking flights. Posters have been distributed to all holders of air operator's certificates, as well as certified and registered aerodromes.

Advertisements have also been placed on major travel web sites and in magazines such as airline in-flight publications. Travellers are told to read the label on any household items they plan to take on an aircraft and if there is a hazardous symbol on the label to check if the item is safe.

The new brochure lists 15 items and substances that must not be taken on to aircraft. There is a focus on lithium batteries which have the potential to catch on fire if not packed and carried properly, with one poster dedicated to the batteries.

Source: CASA

Airbus 350 vs Boeing 787



The spec sheet of Airbus' forthcoming A350 XWB (eXtra Wide Body) passenger jet could easily be confused with its primary rival, the

Boeing 787 Dreamliner. It will take a while before you can easily distinguish one from the other once they are both regularly in the air.

The A350 will be made from 53 per cent carbon fiber; the 787 is 50 per cent carbon fiber. Both are long range and can fly in excess of 8,000 miles without refueling. Somewhat bigger, the A350 will have 270-440 seats to the 787's 210-330.

The A350 promises 25 per cent fuel consumption improvement from its current long range nearest competitor; the 787 claims to deliver 15 per cent better fuel efficiency over the similarly-sized (and aged) Boeing 767.

The 787 has 876 orders from 53 customers while the A350 has 505 from 32 customers (about what the 787 had at the same stage in its development). The A350 windows are wider; the 787's are taller.

Major differences

One area in the A350 that will distinguish it from other passenger jetliners, though, will be the cockpit which will have six "very large LCD displays" comprising the flight information center instead of the 10 found in the A380.

Another difference is that the A350 is still on paper. Airbus expects to enter the A350 into service in 2013, but if its experience is anything like Boeing's with the 787, add two years to that timetable. Boeing has already shipped the first 787 to customers in the fourth quarter of this year.

Another major difference is that the biggest model, the A350 1000, will carry up to 100 passengers more than the biggest 787. Boeing's has the 747-8 Intercontinental, a new model of the world's first jumbojet.

The A350 will be a lot more expensive than the 787. It lists for \$225-\$285 million; at \$150-\$205 million, the 787 is a relative bargain.

Source: John Dodge, Smart Planet

Branch Committee

Chairman: Domenico Lombardo

Past Chairman: A/Prof. Cees Bill

Hon. Secretary:

Andrew Harrington

Hon. Treasurer: Anthony Patti

Events Manager: Crystal Forrester

Asst. Events Manager: Cynthia Chen

Webmaster: Stratos Patsikatheodorou

Newsletter Editor: Amit Menghani

Membership Secretary:

Sherman Ting

Committee Members:

Air Cdre Noel Schmidt

Karen Trezise

Contact Details

Post:

C/-Engineers Australia
Suite 201, 21 Bedford St
North Melbourne VIC 3051

Email:

melbournebranch@raes.org.au

Website (Aust. Division):

<http://www.raes.org.au>

Global Website:

<http://www.aerosociety.com>

Opinions expressed in this newsletter do not necessarily represent those of RAeS, the Melbourne Branch.

Promotion of external events does not imply endorsement by RAeS. Contributions and feedback are welcomed.

NOTICE FOR 2011 AGM

Notice is hereby given that the Annual General Meeting for the Melbourne Branch will be held on Tuesday 6th December 2011.

The purpose of the AGM is to action our constitutional obligations and to devote time for the important interface between membership and the committee.

All members are encouraged to attend the AGM to participate positively in advancing the works of the branch.

If you wish to nominate for a position, we encourage you to complete the slip on page 1 and bring it along at the AGM.

This year's AGM will be conducted in the same fashion as previous years.

The Agenda for the AGM will include a tabling of Minutes of the 2010 Annual General Meeting, Chairman's Report (including reports on the year's events and membership), Honorary Treasurer's Report, Confirmation/Appointment of Committee structure for 2011, and any other business.

All members are invited to submit additional agenda items by COB on Friday, 2nd November 2011.

Date: Tuesday, 6 December 2011

Venue: Engineers Australia Room A & B

Address: 21 Bedford St, North Melbourne

Time: 6 pm for 6:30 pm start

- Followed by a Movie.
- Drinks and nibbles will be provided

If undeliverable return to:
ROYAL AERONAUTICAL
SOCIETY MELBOURNE
BRANCH

C/-Engineers Australia
Suite 201, 21 Bedford St
North Melbourne VIC 3051
Print Post Approved
PP381691/00015



**ROYAL
AERONAUTICAL
SOCIETY**

SURFACE
MAIL

POSTAGE
PAID
AUSTRALIA