



NEWSLETTER

Sydney Branch: MARCH 2010

PO Box 573, Mascot, NSW 2020

Email: sydneybranch@raes.org.auwww.raes.org.auDate: **Tuesday 30th March 2010**Time: **18.00 for 18:30 hrs**

Speaker: **Mr Fred Abbink, General Director
The Netherlands National Aerospace Laboratory**

Topic: **"Survival of the Fittest:**

**90 Years of Dutch Aeronautics - RDT&E
in a Globalising Environment"**

(Joint meeting with Engineers Australia)

Venue: **Engineers Australia, Sydney Div, Level 3,
8 Thomas Street, Chatswood, NSW**

(Eminent Speaker Tour 2010 jointly arranged by Engineers
Aus and RAeS Aus Div Joint Board of Aerospace
Engineering)

ENGINEERS
AUSTRALIA

Profile: Fred Abbink is the General Director of the National Aerospace Laboratory of The Netherlands (NLR). He graduated in Electrical Control Engineering from the Technical University Delft in 1968 after which he served in the Royal Netherlands Navy as a project engineer on a number of avionics projects. He became head of NLR's flight testing & helicopters department in 1981 responsible for helicopter, avionics & military operations research and accident



investigation. He became the Technical Director in 1988 and General Director in 2005 with a brief absence due to an appointment at the German Aerospace Centre.

Mr Abbink has served as part-time & visiting professor at many prestigious Universities across the world. He was the President of the International Council for the Aeronautical Sciences (ICAS) between 2006 & 2008 and currently continues a number of Officer Bearer roles on other National & International Aerospace bodies. Mr Abbink is an Officer in the Order of Oranje Nassau, Fellow of the American Institute of Aeronautics and Astronautics (AIAA), Member of the French Académie Nationale de l'Air et de l'Espace (ANAE), Member of the Netherlands Academy of Technology and Innovation, and Honorary Member of the TU-Delft Aerospace Students Assoc Leonardo Da Vinci.

Synopsis In 1919 Royal Dutch Airlines – KLM, Fokker Aircraft Industry and The National Aerospace Laboratory – NLR, were founded. In the following 90 years, many political and technological developments have shaped KLM, Fokker and NLR into today's form and structure. These developments have included the consolidation of the multiple national aircraft industries, through National Champions and Joint Ventures between National Champions into European aerospace industries; the consolidation of the multiple national airlines, through national flag carriers, airline alliances and mergers into global airlines; the consolidation of Europe and the development of European organisations and agencies; and

the development of European and international cooperation in aeronautical research. Fred will address the NLR RDT&E support of the Dutch Military Forces in the field of threat analysis, self protection, training and maintenance, as well as helicopter-ship qualification; Fokker in the field of aerodynamic design, structural testing and flight testing of the Fokker F.27, F.28, Fokker 50 and Fokker 100, and the support in composites design and qualification in the period after the Fokker bankruptcy in 1996; and the Schiphol Airport and ATC The Netherlands in order to increase the airport capacity, within the (legal) boundaries of safety, noise and emissions. Furthermore it will address how NLR increases its RDT&E effectiveness and efficiency by increased participation in the EU Framework Programmes, AGARD/RTO, GARTEUR, ACARE and the Association of European Research Establishments in Aeronautics, and in the field of wind tunnels, by jointly building, operating and exploiting large wind tunnels.

His experience of the Netherlands situation will provide valuable lessons for the Australian Aerospace industry to mirror in the development and implementation of new technology to support the industry, both civil & military in changing environments.

Parking is available at the Thomas St Car Park. Free after 6 pm (2 minutes walk to EA Sydney Division). Alternatively 3 hours free parking is available at Chatswood Westfield (5 minutes walk to EA Sydney Division). Please observe any parking restrictions and allow time to



drive, park and walk to the venue.

Dinner: After the presentation, Fred has indicated that he and his wife, Annalize will join us for dinner as the guests of the committee. All members and visitors are invited to attend the dinner to be held in Chatswood at a nearby chinese restaurant. (Approxly \$30 pp including soft drink and wine.)

RSVP: Dinner bookings are essential. Please email by lunchtime Tuesday 30th March: sydneybranch@raes.org.au

50th Anniversary, 1st Commercial Flight Qantas Boeing 707 EBA 29th July, 1959. Presentation given by Capt N V St Leon AE, M Litt, FRAeS, FRMetS, BRIN July 29, 2009

Endorsement Blues-Boeing 707/138, July 1959 - Part 2
My First/Officer sectors were on VH-EBE with Captain Bert Yates and Captain Bill Edwards, and F/O Tony Jennings with Jim Brough as the DCA examiner. These sectors as a proving flight without Pax, were:- SEA-SFO-NY-Gander-Keflavik (go around) divert-Prestwick-LHR and totaled 22.42mins. Our Navigator was Greg Parsons, who now leads the Pathfinder group on Anzac Day. On return, to Gander, we all bought a bottle of very potent local alcohol called "Screech." On the third jet commercial service with Captain John Shields, VH-EAB on 1/10/1959 SFO-NY,

rapid mass travel brought a new type of passenger. Leaving Idlewild, (now Kennedy) for SFO on 3/10/1959, we could not retract the gear. John handed the aircraft over to me so as he could supervise, and I soon noted that I was applying more and more aileron to stay level as we started to jettison fuel off the coast on a designated VOR radial, to get down to landing weight. The F/E, Bill Middler called "we are jettisoning fuel, only from the left (port) wing, both chutes have not extended". This made the aircraft very difficult to fly and we never managed to extend the RH (starboard) dump chute. However, we stayed in the air 1hr 50mins to reach landing weight only to find a gathering of hundreds as we arrived on chocks. There had been an accident with a 707 at Idlewild a few days previously and the runway had been invaded by many curious onlookers. During our problem, there had been a news flash on air that another 707 was in trouble. When we disembarked, a large number of reporters and onlookers were gathered at the foot of the steps. John Shields, always impeccably dressed, wore a handkerchief up his LH sleeve, and having attended to this matter, handed me a cigar, lit one himself and said "We must appear nonchalant, Val!" and we descended like movie stars to be interviewed.

Stirring days. Footnote: In retrospect, while it was difficult to fly, the B707/138 by default, made us better pilots and we coped with a myriad of problems which were reflected in many changes to fuel policy, training and simulators. It did nothing to alleviate our industrial problems, and in fact probably increased them. My feelings with regard to the B707/338c and B747/100 and 200, were completely different as they were both delightful aircraft to fly. We must have learned a lot as my check-out time on the B747, after simulator was only 5 hours followed by 6 sectors. The 138 had taught us all about wind shear and micro-bursts. Most of those I have mentioned in this memoir have passed on and tonight I pay homage to them, particularly our engineering staff, they were giants of the industry and Qantas was very well served by their dedication and airmanship. Those us who have enjoyed the art, science and fellowship of a wonderful industry, are always mindful of our critics, particularly the financiers.

So, I leave you with the wit and wisdom of Warren Buffett.

Aviation, According to Warren Buffett, circa 1999

'The other truly transforming business invention of the first quarter of the century, besides the car, was the airplane – another industry whose plainly brilliant future would have caused investors to salivate. So I went back to check airline manufacturers and found that in the 1919-1939 period there were about 300 companies with only a handful still breathing today. Now move on to the failure of airlines and we find a list of 129 airlines that in the past 20 years filed for bankruptcy. The money that had been made since the dawn of aviation by all of this country's airline companies was ZERO. Absolutely ZERO. Sizing all this up, I like to think that if I had been at Kittyhawk in 1903 when Orville Wright took off, I would have been far sighted enough and public spirited enough, because I owed this to future capitalists – to shoot him down. I mean Karl Marx couldn't have done as much damage to capitalists as Orville did.' Any way – my point is that if a private equity firm wants to buy an airline.....good luck to them! A little prescient? Thank you.

Capt Val St Leon

Diary 2010 10-11 April; 5-6 June; 14-15 Aug: Temora Aviation Museum Flying Weekends.

www.aviationmuseum.com.au

22-24 March: AITEM2010 Conference, New Orleans, Louisiana, USA. Human Factors and Unmanned Systems. There will be a presentation by Dewar Donnithorne-Tait, President & CEO Canadian Centre for Unmanned Vehicle Systems & Chairman of the Royal Aeronautical Society's Specialist Group for Unmanned Aircraft Systems, Canada.

www.aitem2010.org/index.html

28 April: Mark Vellacott, BSc MSc MBA FRAeS Ceng, Managing Director, Structural Monitoring Systems.

30 June: David Farrar retired CEO, Bristol Guided Weapons - "Bristol 100 and Australia".

26 August: Capt Ron Houghton, The Halifax.

Aerospace Websites

www.57rescuecanada.com: Follow Capt. Karl Kjarsgaard's adventures to recover Halifax bomber LW170 which is resting beneath 5000ft of water off the Irish coast.

www.adastron.com/707/updates/updates.htm: The diary for Boeing 707- 138B XBA formally Qantas EBA is now available to all – just follow the links.

www.airshow.com.au

www.atsb.gov.au: The Australian Transport Safety Bureau is responsible for investigating accidents and other transport safety matters.

www.auvsi.org

www.boxkite2014.org: The Boxkite project.

www.powerhousemuseum.com/whatson

www.singapore.com.sg

www.widebayairshow.com.au

RAeS Coffee Mugs and lapel pins: Sydney Branch coffee mugs and lapel pins available at Branch meetings for \$10 each.

AUSTRALIAN DIVISION INC. ANNUAL GENERAL MEETING

Notice is hereby given that the 2009 Annual General Meeting of the Royal Aeronautical Society Australian Division Inc. will be held – Saturday, 20th March 2010 at 1600hrs, Ground Floor Conference Room, QANTAS Building QCE (TNT Building), Bourke Road, Mascot, NSW.

Note: Any member wishing to attend must advise the Honorary Secretary no later than Wednesday 17th March to permit security arrangements to be organised. (Email: rbarkla@tpg.com.au)

AGENDA

1. Apologies.
2. Minutes of the Annual General Meeting held on 21st March 2009.
3. Business Arising from the Minutes.
4. Annual Report and Financial Statement for the year ending 31st December 2009.
5. Appointment of Auditor(s) for 2010.
6. Appointment of President-elect for 2010-2011.
7. Amendments to Constitution and Rules*.
8. Any other business accepted by the Chairman.

*The Constitution and Rules (C&R) were amended as approved at the 2008 AGM and submitted to the Registrar General's office. The Registrar General (RG) required additional changes to the C&R to comply with the Act. The changes required by the RG were incorporated using sections from the "Model Rules" and such changes do not require member approval. The C&R is considered to be the Deed of Association with the Society and therefore changes must be approved by the Society. The Society has accepted the changes, although it has recommended some clarification of wording be introduced at the next amendment.

R.D.Barkla, Honorary Secretary.