



ROYAL
AERONAUTICAL
SOCIETY

AUSTRALIAN DIVISION
SYDNEY BRANCH INC

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NEWSLETTER

MAY 2012

Date: **Wednesday, 30th May, 2012**

Time: **18:00 for 18:30 hours**

Speaker: **Captain N V St Leon AE**

M Litt, FRAeS, FRMetS, MRIN.

Topic: **'The Constellation L1049... A Very
Capricious, Wayward Lady'**

Venue: **Rupert Myers Theatre**

University of New South Wales, Kensington

Refreshments will be available prior to the commencement of the meeting



PROFILE After two years with No.3 Squadron in the Middle East and seven years service in the RAAF, Val St. Leon joined Qantas at Rose Bay in 1946 and immediately gained his DCA Ground Engineer airframe and engine licences and was promoted to Technical Instructor. He was then chosen by Arthur Baird to head the original 14 Flight Engineers to train at Lockheed and Wright Aeronautical Corporations on the Constellation project in the

USA. After seven years as Senior Flight Engineer, he was given the opportunity to transfer to pilot strength, having gained a Commercial Pilot's licence at his own expense. After transfer, he gained a First Class ATPL with Cat 2a Instrument Rating and a Flight Navigator's licence. This array of civil aviation licences was unique and never equalled. He was based in SFO for three years, and became jet qualified on the B707/138, in the first group in 1959, and London for one year, where he introduced the B707/338c on Trans Atlantic services in 1968. He became a Senior Check Captain & retired in 1978 with a Boeing B747 command



Qantas Empire Airways Lockheed L1049 Super Constellation VH-EAD (c/n 4607) in flight above Sydney/Kingsford Smith airport in June 1958.

after 33 years Qantas service. He was active in promoting professionalism in aircrew and became Chairman of the Overseas Branch and Industrial Chairman for four years and served in the RAAF Reserve for 20 years as a Flt/Lieutenant and decorated with the Air Efficiency Award. In 2003 he entered University and gained a M Litt (Distinction) charting the industrial turmoil during the North American Contract negotiations. Val married one of the first nine Qantas Flight Hostesses, Patricia Burke, and has three children.

SYNOPSIS Val will discuss the design of the Lockheed L1049 Constellation, an aircraft which he calls "A Very Capricious, Wayward Lady", with an emphasis on piloting and the two major accidents at Mauritius and Lovelock, Nevada. Val will also briefly mention the L1249 and L1649 and will provide a full listing of numbers built with historical data.



PARKING: Limited parking is available in surrounding streets with paid parking within the University of NSW car park tower, entry from Barker Street. Please observe parking restrictions and allow

time to drive to the University of NSW, park and walk to the venue. (Refer map)

DINNER: After the presentation Val has indicated that he will join us for dinner as the guest of the committee. Members and visitors are invited to attend the dinner to be held at Giovanna Italian Restaurant, 285 Anzac Parade, Kingsford. (approx \$35 pp including soft drink wine.)

RSVP: Attendance registration for the Presentation & Dinner afterwards is essential. Please register by clicking on this link: [1](#) or email by lunchtime Wednesday 30th May to: sydneybranch@raes.org.au

Wings over Illawarra AirShow – 6th May

Sydney Branch is arranging a RAeS stand at the 'Wings over Illawarra' Airshow on 6th May, 2012 being held at Illawarra Regional Airport, Albion Park Rail, NSW. All arrangements for the stand have been carried out by the Student Members of the Sydney Branch Committee following the establishment of a "hands on" exposure for University Students with The Historical Aircraft Restoration Society Inc. "HARS Organisation" in Wollongong. Refer: hars.org.au and woi.org.au for further details & also the attached flyer.

Excerpts from the address by the President Emeritus of the Council of the International Civil Aviation Organisation (ICAO) Dr. Assad Kotaite to the 2012 Aviation Leadership Summit held in conjunction with SINGAPORE AIRSHOW 2012 At the outset I would like to express my most sincere thanks to His Excellency the Minister for Transport for Singapore for his kind invitation to address the 3rd Aviation Leadership Summit convened in connection with the Air Show. I would like to acknowledge the presence of *Mr. Roberto Kobeh*, President of the ICAO,

Mr. Tony Tyler, Director General and CEO of IATA, Mr. Giovanni Bisignani, Director General Emeritus of IATA and many other high officials participating in this Summit. Sixty eight years ago, 52 nations met in Chicago from 1st November 1944 to 7 December 1944 to build a strong foundation for international civil aviation. *President Roosevelt*, in his message to the Conference, reminded the 52 nations present that they had been called upon to undertake a task of the highest importance and he exhorted Conference participants *"to work together so that the air may be used by humanity to serve humanity"*. These visionaries drafted and signed, on 7 December 1944, the Convention on International Civil Aviation, known as the Chicago Convention, which is the Charter of International Civil Aviation. Today 191 States are parties to the Convention. They also drafted the International Air Services Transit Agreement which is in force and to which 129 states are parties to date, and the International Air Transport Agreement which was accepted by only 11 States. The Chicago Convention is based on aviation safety and there is no reference in the Convention to security and environment. Safety is top priority. Responsibility is shared by ICAO and Governments as well as by IATA and Airlines. Let me share with you some figures showing the dimension of the achievement in aviation safety: in 1945 nine million people flew and there were 247 fatalities. In 2011 approximately 2.7 billion passengers travelled by air on scheduled services and about 49 million tons of cargo was transported by air with few accidents (approximately 92 accidents) and a relatively low number of fatalities (approximately 486 fatalities). Of course, one accident is one too many and one fatality is a human tragedy.

My vision for the future goes beyond the air space. We are using satellites for communications, navigation, and surveillance. The first time that the *sub-orbital flights* and *outer space* were mentioned at an ICAO Assembly was at its 35th Session, in September 2004, when I opened the Assembly with the following words *"100 years from now regular passenger flights in sub-orbital space and even in outer space could become common place"*. It is a coincidence that the Singapore newspaper, *The Straits Times*, wrote, two days ago, that Singapore will play a key role in helping a French space company launch its first commercial space flight. To date we have no definition yet as to where the air space ends and where the outer space begins, and, of course, no international treaty has yet been established.

The Chicago Convention stood the test of time. Thus we have a model at our disposal. We should not ignore this precious lesson of history. By acting expeditiously we can tackle issues before we are forced to do so. Today we are in a similar situation with respect to outer space and how best to harness the extraordinary potential of this new frontier. As you can see, civil aviation is a complex industry which has been based on dreams and risks since the days of Leonardo da Vinci. It is extremely vulnerable to socio-economic-financial and political factors. The whole history of our civilization and of the evolution of progress in our world is based on initiatives and risk-taking. States will need to maintain state-of-the-art airports and air navigation facilities, and provide optimum oversight of the systems. Together, regulators and providers of services will need to cooperate to ensure the availability of adequate infrastructure and qualified personnel in all fields of activity so that the industry may continue to grow and prosper. I would like to conclude by what the exceptional *Statesman Minister-Mentor of Singapore, Lee Kuan Yew*, who received the IATA Global

Aviation Leadership, told me during our meeting in Singapore a few years ago *"even though we are doing well now, our aim is to always do better"*.

(Dr Kotaite's complete address is available from our website: www.raes.org.au/papers-and-presentations/)

Aerospace Futures 10 – 12 July, 2012 to be held at Rydges World Square Resort, 389 Pitt Street, Sydney, NSW

Registrations have now opened for the Aerospace Futures Conference. Please refer:

www.ayaa.com.au/AeroFutures/applications to register. Aerospace Futures is a student conference and the keynote national event of the Australian Youth Aerospace Association (AYAA) which aims to increase Australia's capabilities in the aeronautical and astronautical industries. It aims to do so by creating a national network of leading, committed and enthusiastic undergraduate aerospace engineers and then informing them of their postgraduate research or industry future opportunities so they can well and truly contribute to Australia's Aviation and space activities (Aerospace Futures). Aerospace Futures has been held very successfully for the past two years in Brisbane in 2010 and Melbourne in 2011. Confirmed speakers for the 2012 conference are from diverse industry sectors like: ACSER, RAeS, CSIRO, QANTAS, SpaceX, Virgin Galactic, NASA, EADS etc. During the Conference there will be an evening social event with the Sydney Branch of the Royal Aeronautical Society which strongly supports the Forum. Students are strongly recommended to apply so they can take a significant step in their aerospace career.

RAeS Ties, Coffee Mugs, and Lapel Pins: Selection of RAeS silk Ties direct from London - \$30 each; Sydney Branch coffee mugs & lapel pins available at Branch meetings for \$10 each.

DIARY 2012

23-24 May: Heli & UV Pacific 2012, RACV Royal Pines Resort, Surfers Paradise.

15 June: Call for Papers for the 2012 Asia-Pacific International Symposium on Aerospace Technology, Ramada Plaza Jeju Hotel (www.ramadajeju.co.kr), Jeju Island, Korea to be held 13-15 Nov.

27 June: Chris Davey, Director, Asia/Pacific Sales **Bombardier Aerospace** – discussing the *CSeries*, *CRJ NextGen*, and the *Q400 NextGen* – aircraft.

10-12 July: AYAA Conference. Refer www.ayaa.com.au/AeroFutures/applications

25 July: To be advised.

6-9 Aug: AUVSI'S Unmanned Systems North America 2012, Las Vegas. www.auvsi.org

29 Aug: To be advised.

5 Sept: Sir Charles Kingsford Smith Lecture and Dinner to be presented by Mr. Charles CHAMPION, EVP Engineering, AIRBUS S.A.S

23-28 September, 2012: 28th Congress of the International Council of the Aeronautical Sciences, Brisbane, QLD. The programme can also be downloaded from the ICAS website www.icas.org and the congress website www.icas2012.com

13-15 Nov: 2012 Asia-Pacific International Symposium on Aerospace Technology, Ramada Plaza Jeju Hotel (www.ramadajeju.co.kr), Jeju Island, Korea.

Aerospace Websites:

www.aerosocietychannel.com/aerospace-insight/2011/07/space-shuttle-the-end-of-the-beginning/

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: Diary of
Boeing 707-138B XBA formally Qantas EBA.
www.airshow.com.au; www.atsb.gov.au;
www.aviationmuseum.com.au - Temora Aviation Museum;
www.boxkite2014.org: The Boxkite project.
[www.innovationnewsdaily.com/920-flying-robots-play-007-
theme.html](http://www.innovationnewsdaily.com/920-flying-robots-play-007-theme.html) www.powerhousemuseum.com/whatson;
www.singapore.com.sg
en.wikipedia.org/wiki/Rolls-Royce_Trent