



**ROYAL
AERONAUTICAL
SOCIETY**

AUSTRALIAN DIVISION
SYDNEY BRANCH

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PO Box 573, Mascot, NSW 2020

NEWSLETTER

FEBRUARY 2012

Email: sydneybranch@raes.org.au

www.raes.org.au

Date: **Wednesday, 29th February, 2012**

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

Speaker: **Anthony L Blackman
OBE, M.A., FRAeS**

Topic: **"The Nimrod"**

Venue: **Lecture Theatre 149, Level 1**

Old Main Building, Uni NSW, Kensington

Refreshments will be available prior to the commencement of the meeting

PROFILE Tony Blackman was educated at Oundle School and Trinity College Cambridge, where he obtained an honours degree in Physics. After joining the Royal Air Force as a Maths and Physics Instructor, he learnt to fly, flew Vampires and Venoms in Germany, trained as a test pilot and then joined A.V.Roe and Co. Ltd. where he became Chief Test Pilot. During his time at Avros/Hawker Siddeley/British Aerospace, he helped develop the Vulcan,



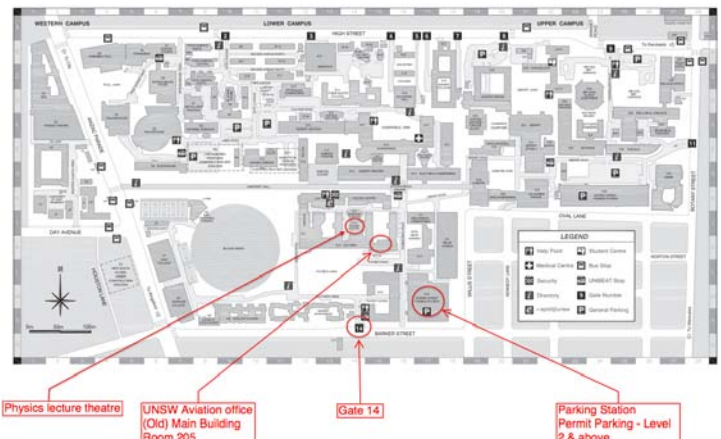
Nimrod, Victor Mk 2 tanker and the Avro 748/RAF Andover. Tony was an expert in aviation electronics and was invited by Smiths Industries to join their Aerospace Board, initially as Technical Operations Director. He helped develop the then new large electronic displays and Flight Management Systems. After leaving Smiths Industries, he was invited to join the Board of the UK Civil Aviation Authority as the Technical Member. Tony is a Fellow of the Royal Aeronautical Society, a Fellow of the American Society of Experimental Test Pilots and a Fellow of the Royal Institute of Navigation.

SYNOPSIS: Tony will discuss the Nimrod which was arguably the world's best reconnaissance aircraft at the time it was stopped, prematurely, in October 2010 by the Government of the day under great financial duress but, unfortunately, leaving the UK almost defenceless from a maritime reconnaissance viewpoint, certainly for long distances, not to mention being unable to fulfil the UK's International Search and Rescue commitments. Not many people realise what a great job the aircraft did because so much of what it did was classified. Conversely they don't realise what a great loss it is to the UK. Tony was involved with the aircraft from the start when he was a test pilot at Avros bidding for the programme; he tested and flew nearly all of the aircraft built and, by chance, was giving the annual Fresson talk at Elgin, next to Kinloss the operational base for



the Nimrod, on the very day the project was stopped. Tony will explain how the aircraft operated with its many sensors and crew members, will describe some notable sorties including the Falklands Campaign and will finish talking about the brand new MRA4 version, vastly over budget, incredibly late but superbly fitted out with latest systems. The talk will be based on Tony's latest book *Nimrod Rise and Fall* which is described on his web site, tony@blackmanbooks.co.uk; is a beautifully produced book, 224 pages with over 140 colour photographs and will be obtainable in Australia through the NSW distributors Capricorn or on the internet.

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 Tony 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 Mamma Teresa's Italian Restaurant, 412 Anzac Parade, Kingsford. (approx \$30 pp including soft drink wine.)

RSVP: Attendance registration for the Presentation & Dinner afterwards is essential. Please register by clicking on this link: <http://www.raes.org.au/february-lecture/> or email by lunchtime Wed 29th February to: sydneybranch@raes.org.au

Introducing the 2012 Sydney Branch Chairman – Mr David Cox, FRAeS:

David started his working life teaching at UNSW and the NSW Conservatorium of Music. He is currently at the University of Sydney as Chief Operating Officer of the Faculty of Engineering and IT. Sydney is one of Australia's top ranked universities' as measured by the various global ranking systems. The Faculty has been teaching Engineering in Australia since 1883.



Previous to his current role, David had a 23 year airline career with Qantas, starting in the aircraft evaluation and performance field, then GM Fleet Planning for the Group covering selection and procurement of the Group's aircraft. He then moved into general management as GGM for the Group's regional subsidiaries. This was followed by a move back into E&M to manage Engineering, culminating in his appointment as EGM Qantas Engineering in 2003. In this last role he had responsibility for over 6,000 staff at 4 major sites providing E&M services to the Qantas Airline's fleet of over 130 aircraft. David previously served on the Sydney Branch committee in the late 1980s and early 1990s and was Chairman in 1991.

2012 Branch Elections

The Sydney Branch Secretary, Mr John Vincent reported that 119 postal ballots for the 2012 Chairman were received. This represents a return of 45% from the the Sydney Branch voting membership. Unfortunately 10 ballots were received after closing date and were not opened and 19 were declared invalid as there was no identification on the outside of the ballot paper envelopes. The Sydney Branch Committee notes the high number of members who returned their ballot paper and wishes to thank the membership for their participation.

53rd Sir Charles Kingsford Smith Memorial Lecture held 30th November, 2011

In excess of 100 members and friends attended the evening to hear Mr Rodney Stiff present the 53rd Sir Charles Kingsford Smith Memorial Lecture entitled "Jabiru – The Building of a Company – from 1988 to 2011". The Sydney Branch Committee chose Rodney as the lecturer because of his unique achievement in designing successful light aircraft and building a company to manufacture them and developing a worldwide market for its products. Rodney would have gathered from the number present and the appreciation that they expressed that his presentation on the building of such a remarkable company was very well received. It was so interesting to hear the comment that his aim was to ensure that any part designed could be "easily" manufactured. It was also enlightening to hear the struggles that Rodney had to produce the testing required to meet the regulators' requirements early in the programme and note how more recently with some extra funding these requirements were more easily tested and satisfactory results achieved. It was



a delight to hear the wonderful story that Rodney had to tell. Rodney was accompanied by his wife Yvonne, to this premier event on the Sydney Branch calendar.

(Pictured – Rodney being presented with the 2012 Sir Charles Kingsford Smith Medal by the Chairman of the Sydney Branch, David Adkins.)

Rodney and Yvonne enjoyed the following Annual Branch Dinner which was attended by 78 members and friends.

Joint Presentation delivered 14th Dec, 2011 by Mr Robert Stevens, FRAeS & Dr Ronald Houghton, FRAeS entitled 'Vickers Armstrongs Ltd, the Wellington Bomber and Sir Barnes Wallis'

The presentation was opened by Robert (Bob) Stevens, a Chartered Engineer reviewing his time with Vickers

Armstrong Ltd, Weybridge, England working as an apprentice in all the various workshops and on the Wellington production line. The factory was located by the Brooklands race track which no longer exists. However on September 4th, 1940 the factory was bombed by 12 Ju88 dive bombers during their lunch break without warning. 84 were killed and 491 injured. Bob escaped without a scratch. The Wellington bomber was produced in 19 variants such as engine types, Bristol Pegasus & Hercules, the RR Merlin, and the Pratt and Whitney Twin Wasp. Four aircraft were designed using the Barnes Wallis geodetic structure - the Wellesey, the Wellington, the Warwick and the Windsor. The Barnes Wallis geodesic structure also gave a very strong but light structure for its large size, which gave the Wellington a load and range to power ration advantage over similar aircraft without sacrificing robustness or protective devices such as armour plate or self-sealing fuel tanks. However, the construction system also had a distinct disadvantage in that it took considerably longer to build a Wellington than other designs using monocoque construction techniques. Only one Wellington survived from the 11,541 that were built – Wellington Mark X serial number MF628 which is held by the RAF Museum at Hendon in the UK.

In due course the full text including photographs of both presentations will be placed on our website.

Continuing Professional Development (CPD) Activities

Engineers Australia requires that Chartered Professional Engineers and those aspiring to that status, demonstrate 150 hours of CPD in each three years (an average of 50 hours per year). CPD includes attendance at our monthly technical lectures, conferences and site visits, as well as personal research and professional study. It is important to keep an up to date log of CPD activities, as this will be reviewed and audited from time to time once Chartered Professional Engineer status is achieved. An example log is available at (CPD log web link), or an on-line log can be kept at the Engineers Australia web page.

For further details visit: www.raes.org.au/cpeng-and-cpd-2/

Monthly Newsletters by EMAIL: The Sydney Branch Committee at its Strategy Day held late 2011 agreed to develop a program to encourage our members to receive the monthly newsletter in colour by email. This also has the advantage of reducing printing costs, eliminating folding and enveloping, postage costs, and time taken to deliver the mail. Additionally, the current month's newsletter is always online and can be viewed using www.raes.org.au/ and then clicking on 'Sydney' in the bottom right hand corner of the webpage. Should you wish to receive an electronic delivery please email the editor via sydneybranch@raes.org.au. (Please note: Members without access to email will continue to receive the paper version.)

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: **31Jan–3Feb:** PACIFIC2012 International Maritime Exposition, Sydney Convention and Exhibition Centre, Darling Harbour. www.pacific2012.com.au
14-19 Feb 2012: Singapore Airshow 2012 - www.airshow.com.au

13 March: International Eminent Speaker, Mr Doug Arbuckle of the FAA. The topic will be 'The New Air Traffic Control System for North America'.

April: Mr Andrew Dudgeon – Rolls-Royce Environmental Initiatives – date in April to be advised.

6 May: Historical Aircraft Restoration Society (HARS) AirShow, Illawarra Regional Airport, Albion Park Rail NSW

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

30 May: Capt Val St Leon - The Lockheed L1049 Super Constellation.

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

23-28 September, 2012: 28th Congress of the International Council of the Aeronautical Sciences, Brisbane, QLD www.icas.org