



NEWSLETTER

Sydney Branch: APRIL 2009

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Date: **Wednesday 29th April 2009**

Time: **18.15 for 18:30 hrs**

Guest Speaker: **John Burleigh, FRAeS**

Topic: **"The Bristol Aeroplane Company in Australia"**

Venue: **Rupert Myers Theatre, Uni NSW Kensington**

Profile: After completing his apprenticeship with the Bristol Aeroplane Company at Filton in England in 1950 John joined their Flight Research Department where as a flight Test Observer he was involved in the Bristol Brabazon program, the Freighter and early Britannia developments. In 1952 he joined the embryonic Guide Weapons Department at Bristol and was involved in the Bloodhound development program from its earliest days until it entered service with the RAF. He travelled to Australia in 1956 and was responsible for the logistics involved in the setting up of the Bristol facility at Salisbury in South Australia. He was then involved in trials at Woomera and was later appointed the senior Bristol engineer for the RAF Service Acceptance Trials.

Later he migrated to Australia and joined Hawker De Havilland in Sydney where held a number of positions including the marketing and support of Hawker Siddeley and Raytheon Weapon Systems. He was later appointed the Regional Representative for Short Brothers from Belfast and was responsible for the introduction of the Shorts 330 and 360 aircraft into Australia. After the takeover of Shorts he established his own company Pacific Dynamics in 1993 and represented a number of overseas aerospace supply companies. Amongst these was the Oxley Developments Company from England, a world leader in the supply of Night Vision Goggle Lighting Systems for military platforms.

In 2007 John sold Pacific Dynamics to Defcon Technologies. The Oxley relationship remained and he remained a Director of the Oxley subsidiary company, Oxley Group Australia Pty Ltd. John is still very involved in a number of Defence Projects involving Night Vision Systems and also maintains a close working relationship with BAE Systems in South Australia.

Synopsis: John Burleigh, a former Bristol man will cover the early days of the Bristol Aeroplane Company (BAC) whose Centenary occurs early next year, 2010, and its long term relationship with Australia which began in 1910 when a Bristol team visited and demonstrated the Boxkite aircraft. Bristols, one of the founder members of BAE Systems, were contracted by the Commonwealth in 1912 to supply a Bristol Boxkite to the Australian Flying Corps. The aircraft achieved many firsts including that of being the first aircraft to land at Point Cook. Later other Bristol aircraft such as the Scout, Fighter and Bulldog were in service with the RAAF during the 1920's and 30's. In the civil scene, Western Australia Airways operated Bristol Tourers. A Tourer flew the first scheduled airline service in

Australia in December 1921 when the airline commenced flying between Perth and Geraldton.

Later in the 1930's following Government initiatives and protracted negotiations the Beaufort project was launched. This resulted in over 700 Bristol Beauforts and later Bristol Beaufighters being produced in Australia. Bristol Freighters and Sycamore helicopters entered Australian service during the 1950's as well as other products such as the Bristol car. Bristol also supplied prefabricated schools from their factory in Weston-super-Mare in England to Victoria after the war.

Later in 1955 Bristols under the arrangements of the UK-Australia Joint Project established a facility at Salisbury in South Australia at WRE for supporting the flight development and RAF Service Acceptance Program of the Bristol Bloodhound Surface to Air missile. This concluded in 1960. The system after entering RAF service was subsequently ordered by the RAAF, the Royal Swedish Air force and the Swiss Defence Force.

The Bristol name disappeared, the Aircraft and Guided Weapons Divisions of Bristol Aeroplane Company became part of British Aircraft Corporation and they in turn became today's BAE Systems. The Engine Division finished up with Rolls Royce. That's all another story!

Catering: After the presentation John has indicated that he and his wife, Ruth will join us for dinner as guests of the committee. All 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 and wine.)



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, park and walk to the venue. (Refer map)

**Australian International Airshow Avalon2009
10-15 March, 2009**

Dr Andy Thomas was Guest of Honour at his year's Australian International Airshow and Aerospace & Defence Exposition at Avalon Airport. The theme for Avalon2009 was 'Towards Tomorrow' and Dr Thomas, a veteran of four space shuttle missions helped the Airshow 'blast' into action. 2009 is the 40th Anniversary of the first manned mission to land on the moon. Dr Thomas was delighted to be the Guest of Honour. "Every country including Australia should look towards tomorrow. Australia has the intellectual resources and technical skills to develop a space capability to serve the national interest. As a child I was interested in the early space flight programs, but, coming from Adelaide, I never considered being an astronaut a real prospect. Don't give up on your dreams; education is pivotal in making them come true'.

Dr Thomas addressed the Professional Development Forum held on Thursday at the Airshow attended by some 300 professional teachers. Dr Thomas's presentation covered his four space flights including his inaugural space flight onboard the Space Shuttle, Endeavour, in 1996, his space walk, and his daily life on a space station where he lived for 20 weeks of his total 25 weeks and two days in space.

Victorian Premier, Hon John Brumby, officially opened the Avalon2009 to melodies from the RAAF band. Brumby spoke of the Airshow's theme - 'Towards Tomorrow' – and how the event provided a perfect stage for Victorian companies to showcase every two years, their products and services to a much wider audience. He acknowledged the importance of the event to the State's economy; noting over 180,000 people attended the 2007 event. Brumby concluded saying of the Avalon2009, 'this event gets better and better every time'.

Introducing the Minister for Defence Science & Personnel, Warren Snowdon (representing Defence Minister Fitzgibbon), the Chief Executive of Avalon2009, Ian Honnery, said the Airshow 2009 marked the 40th Anniversary of man's first landing on the moon, as further represented by Guest of Honour, Dr Andy Thomas. Minister Snowdon took up the air show theme saying it was important the achievements of pioneers such as Dr Thomas were widely marketed in terms of encouraging Australia's youth to take up careers in aviation, aerospace and the defence forces. Snowdon also noted Dr Allan Baker's work in the use of composite bonding technologies to extend airframe lives. Dr Baker is this year's recipient of the prestigious Royal Aeronautical Society Australian Division Lawrence Hargrave Award.

Around 50 of the Australian Defence Force's air power were on display during Avalon2009, including nearly all types of aircraft flown by the RAAF with RAN and Australian Army helicopters also on show. Chief of Air Force, Air Marshal Mark Binskin stated 'The ADF's flying and ground display at Avalon aimed to inspire the next generation of air crew and ground support teams'. The flying demonstrations welcomed the next-generation RAAF fighter, the F/A-18F 'Super Hornet', while farewelling the F-111s and 'Caribou' tactical transports, before being retired from operational service. Some 650 ADF personnel were deployed from Defence bases throughout Victoria in support of Avalon2009.

(Defence Minister Fitzgibbon and Deputy Prime Minister, Julia Gillard have announced that the 'DHC-4 'Caribou' 45 years of operational service in the RAAF will be honoured with one aircraft (A4-152) being gifted to the RAAF Museum at Point Cook by early 2010, and one (A4-140) aircraft directed to the Australian War Memorial. The RAAF's current fleet of 13 'Caribou' aircraft will be retired from service by the end of 2009. Until directions are made clearer from a forthcoming Defence White Paper, tasks traditionally performed by the 'Caribou' will be covered by B300 'King Air' and C-130 'Hercules' aircraft.)

At least five companies presented their tactical unmanned aerial vehicle (TUAV) solutions at Avalon2009, in the lead up to the Government's re-release of a new Request for Tender for TUAVs for Joint Project 129, with the new requirement potentially including arming them. Addressing the broad range of JP 129 and other ADF related capability requirements BAE Systems displayed its 'Mantis' and 'Herti' unmanned aerial systems, Selex Galileo presented its 'Falco' UAV, AAI Corp displayed its 'Shadow' 200,

Thales its 'Hermes 450', possibly in a partnership with Raytheon supplying sensors and ground control station expertise, Elbit Systems its 'Hermes' 450 and 900 tactical/MALE UAVs and Insitu (now owned by Boeing) its 'Integrator' UAV.

Northrop Grumman Corp expressed its disappointment that Australia will not be joining the system design and development phase of the US Navy's Broad Area Maritime Surveillance Unmanned Aircraft Systems (BAMS UAS) program. Australia was the only international participant in the BAMS UAS selection process that saw Northrop Grumman's high altitude, long endurance 'Global Hawks' chosen as the basis of the US Navy unmanned maritime surveillance capability. According to the president of Northrop Grumman International, John Brooks, 'we are not yet aware of the details of the Australian decision, although we understand that financial pressures on the ADF budget were a major factor. We remain confident of the 'Global Hawk' UAS suitability for Australia as an ideal platform for demanding military and civilian surveillance requirements.

Boeing reported that the outer skin of the first F/A-18F 'Super Hornet' fighter being constructed for the RAAF has been fitted to its forward fuselage on a pulse assembly line at the company's St Louis (Missouri) plant. The aircraft is said by Boeing to be approximately three months ahead of schedule, and is thus set for an early delivery on 8th July 2009. The RAAF has 24 Block 2 'Super Hornets' on order. Two US Navy F/A-18s flew at Avalon2009. Boeing has now delivered more than 380 F/A-18E/F 'Super Hornets' to the US Navy, which plans to operate them well into the future alongside the F-35C Joint Strike Fighter.

Background: The first official 'Airshow Downunder' was the Australian Bicentennial Airshow at Richmond in 1998. At the time it was the largest aviation event ever held in the Southern Hemisphere and was a watershed for the Australian Aerospace Industry, with numerous commercial opportunities gained and orders sealed. It enabled the Schofields Flying Club to establish the Aerospace Foundation of Australia Ltd. Its aim was to encourage the promotion of Australian Aviation. The Foundation (now known as the Aerospace Maritime and Defence Foundation of Australia Ltd) established the not-for-profit Aerospace Australia Ltd which organises the Australia International Airshow. Many of the team that worked on the Richmond Airshow back in 1998 is still working on the Airshow today.

Diary 2009 6-7 June; 25-26 July; 5-6 Sept; 24-25 Oct; 28-29 Nov: Temora Aviation Museum Flying Weekends. www.aviationmuseum.com.au

13 May: Graham Perry, 'From Whirlwinds to Lightnings-Living with Aircraft'

24 June: Dr Alan Baker, 2009 Lawrence Hargrave Award recipient.

29 July: Dr KC Wong, Unmanned Aircraft Research.

26 August: Mark Vellacott, Aircraft Structural Safety.

30 Sept: 51st Sir Charles Kingsford Smith Memorial Lecture and Annual Branch Dinner - Guest speaker - Joe Sutter.

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.airshow.com.au

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

transport safety matters involving civil aviation, marine and rail operations in Australia that fall within Commonwealth jurisdiction, as well as participating in overseas investigations involving Australian registered aircraft and ships. A primary concern is the safety of commercial transport, with particular regard to fare-paying passenger operations. The object of a safety investigation is to enhance safety. To reduce safety-related risk, ATSB investigations determine and communicate the safety factors related to the transport safety matter being investigated.

<http://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.powerhousemuseum.com/whatson/

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