16th Australian International Aerospace Congress
AIAC16
Multinational Aerospace Programs - Benefits and Challenges
Melbourne Convention Centre – Paper Presentation | Monday 23 – Tuesday 24 February 2015
Avalon Airshow – Technology Presentation | Wednesday 25 – Thursday 26 February 2015

HUMS 2015 Keynote speakers

KEYNOTE ADDRESS 1: The Black Box and its role in aircraft safety investigations

Neil Campbell, SENIOR TRANSPORT SAFETY INVESTIGATOR , ATSB

Neil has over 25 years' experience in the field of aviation safety and is a member of the International Society of Air Safety Investigators (ISASI).

After graduating in 1983 with a Bachelor of Engineering degree (Electronics) from the University of Western Australia, Neil joined the Department of Defence (Navy Office) as a civilian engineer. In 1986 Neil joined the Bureau of Air Safety Investigation, now known as the Australian Transport Safety Bureau (ATSB), as an Air Safety Investigator and recorded data specialist. While at the ATSB he has replayed, analysed and presented recorded radar and flight recorder data in support of Australian accident and incident investigations. He has also conducted data analysis on behalf of government authorities and airlines in the Asia-Pacific region including Singapore, Indonesia, New Zealand, Sri Lanka, New Guinea, Malaysia and the Philippines. During 1998 he was the Australian representative on the International Civil Aviation Organisation (ICAO) Flight Recorder Panel which developed changes to ICAO Annex 6. In February 2000, Neil joined the Corporate Safety Department of Cathay Pacific Airways Limited in Hong Kong. During 2001 and 2002 he held the position of Manager Air Safety. In December 2003 he rejoined the Australian Transport Safety Bureau as a Senior Transport Safety Investigator.

The black box flight recorder is one of our best known and most widely used inventions. In the 1950s a number of airplanes had crashed and engineers could not find what was causing these planes to crash. Dr David Warren, a scientist at the Aeronautical Research Laboratory in Melbourne, came up with idea for a machine that would record the voices and instrument readings in the cockpit of an airplane. He thought that this information may give clues as to what happened to cause a crash.
In 1957, the first 'ARL Flight Memory Unit' was produced by Dr Warren and his team. The machine was developed further over the next couple of years and later models were housed in crash- and fire-proof boxes and sold to many countries around the world.

Peter Warren, son of late Dr David Warren (Australian Inventor of the black box flight data recorder)

Although this housing is usually bright orange, the machine became widely known as a 'Black Box'.
After a crash of an aircraft in Australia in 1960, a judge ordered that all Australian airliners had to carry a flight recorder. Australia was the first country to make a ruling like this. Now every airline in the world has one of Dr Warren's black boxes fitted to their aircraft and the data recorded by these machines has helped make travelling by plane one of the safest modes of transport.

Ref: Australian Inventions Australia.gov.au

KEYNOTE ADDRESS 2: Lessons learnt from 30 years of RAAF F/A-18 Hornet Usage Monitoring

Rob Findlay, AEROSPACE ENGINEER BAE Systems Australia

Robert Findlay (MIEAust CPEng) graduated in 2002 with a Bachelor of Engineering (Aerospace) and Bachelor of Applied Science (Aviation) from Royal Melbourne Institute of Technology (RMIT). He has worked for BAE Systems (formerly Tenix) since graduating, as a test and structural engineer on the S-70B-2 Seahawk, structural engineer on the AP-3C Orion, S-70A-9 Blackhawk, and CT-4B Airtrainer, and aircraft installation team lead on the Hawk Mk127 Lead-In Fighter. He is currently the engineering team lead for the Health and Usage Monitoring System project, responsible for developing and maintaining the usage monitoring system, and providing airframe and engine usage data and analysis for the Royal Australian Air Force's F/A-18 Classic and Super Hornet, and Hawk Mk127 Lead-In Fighter fleets.
Rob Findlay, BAE Systems Australia

In Conjunction With The Australian International Airshow And Aerospace And Defence Exposition Avalon 2015

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