



DISCUSSIONS CONTINUED

Queen's Award

LORD CORNWALLIS, Lord Lieutenant of Kent, has agreed to come to Airport Works on October 13 to formally present this year's Queen's Award, our fourth in a row.

Only one in ten of the companies who apply for the Queen's Award each year actually receive it. Not many companies in Britain have qualified for the Award in four successive years.

Although it might seem that this is hardly the time to be planning presentation ceremonies, there is no reason to hide the solid achievements of recent years from ourselves or from our friends in the Medway area. Nor should we now pretend in some way that they did not happen.

Let's remember that the orders which justified the Queen's Award have kept EFA prosperous through years which have been far from easy for other avionics manufacturers.

We have undertaken large production orders and made the technical advances to keep us competitive; and we have done it by our own efforts without outside support.

We are not a "lame duck" — our difficulties stem from the current market situation. Air transport and aerospace technology will surely continue, and our Queen's Award performance is one of our many assets.

THE ANNOUNCEMENT on August 2nd that up to 400 redundancies would occur in EFA during the coming months signalled the start of discussions with all the unions concerned in order to determine in detail how the operation should be completed.

At the time of going to press, some 158 people had received a preliminary notification letter in a move designed to reduce uncertainty as far as possible.

During August, it has been possible to make some adjustments. This together with advance notification of certain new business, makes it clear that the final number of people redundant will not be as high as 400.

Beyond this it is impossible for EFA News to elaborate. Experience has shown that EFA News is not published fast enough to bring day-by-day news on situations of this kind. In addition, those able to comment effectively on developments are understandably reserving their thoughts for the conference room.

Seeing for Himself



NOT a moment was wasted when the Rt Hon Frederick Corfield, Minister for Aerospace, spent a day at our group headquarters at Chelmsford late in July. During a day of top level discussions, Mr Corfield was shown examples of current GEC-Marconi Electronics products including

a selection from Marconi-Elliott Avionic Systems at Rochester. Here he is (centre) being shown Concorde autopilot and A-7 head-up display by Mr J.E. Pateman, Managing Director of Marconi-Elliott Avionic Systems (right) and Dr B.J. O'Kane, the Chairman.

DIY Cheers

IF you brew your own beer, they say, you can make it as strong as you like just by adding more sugar. But be careful if a pint of yours turns out to be as strong as one-third of a bottle of vodka, like the home-brewed "mild" the policeman gave his motoring friend the other day. Diligent newspaper readers will know what we mean. Now read on . . .

Whether it blows your mind or your palate, home-brewed beer is cheap, and it's fun to make. You can find recipes fairly easily, or buy simple ingredient "kits" at Boots or elsewhere. But the kits don't always give guidance on bottling techniques and we are indebted for these useful notes to P.J. Salt of Marconi-Elliott Avionics Neutron Division at Boreham Wood.

Choice of bottles — Lemonade or screw cap bottles are not suitable because they are not strong enough to withstand the conditioning pressure and the best choice is to use the bottles supplied by the breweries. These are cheap to buy and made for this particular purpose. They will hold considerable pressure, are not photo active and the caps are readily available and low in price. The writer uses mostly ½ pint and some 1 pint with crown caps.

Crown caps are available with either cork or plastic covered paper inserts. They can be sterilised by a short swill in boiling water.

Bottle cleaning — Every bottle should be examined to see that it contains no fungus growths. This can be removed by soaking in strong hot bleach and swilling with a short length of chain. If the bottles are reasonably clean (I always rinse after use) pour in a 10% solution of domestic bleach (Sodium Hypochlorinate) leave to soak for say 3 minutes and transfer to the next bottle and so on, discard after approx 10 times. Drain and rinse with cold water with 2 changes of water. Bleach is a good sterilisation agent and leaves no taste if rinsed properly, also during the soak period it will become obvious if the bottles are not free from previous beer deposits. Beer to be in good condition must have a good 'head', and beer is very sensitive to the pressure of oily films, so do not use washing up liquid, as it is extremely difficult to remove entirely and minute traces will affect the surface tension and give you a flat beer.

When to Bottle — With the establishment of a reliable bottling technique the determination of the moment of bottling has to be made. This is often difficult and may result in guesswork. Brewing time varies largely from type to type and may be from 3 days

to 3 weeks and is temperature dependent (weather conditions, time of year etc.). Assuming that the beer has been skimmed, racked once and is almost ready a measurement of specific gravity is most necessary. If bottling is done above 1.005 then burst bottles may result so wait until the specific gravity falls below this figure. If the specific gravity is right the beer should begin to clear by the settlement of yeast and other products.

Taste — It should be drinkable even if not completely clear and make a head if poured from a small height.

Smell — Delicious is the only word to describe this. The beer will require the addition of sugar to prime, to provide the conditioning gas.

Dissolve sugar in a small quantity of water approx ¼ pint at the rate of 1 oz sugar for 1 gallon of beer. Syphon off the beer into a second vessel and discard the deposits. Thoroughly mix in the prepared syrup: syphon off into the cleaned bottles and cap.

A capping machine is a must for this operation.

Departures



Several cases of imminent motherhood having arisen on the fourth floor of Tower 1, we have to record with regret the departure of Dawne Bowmaker on August 13th and Lynn Shelsher on September 3rd. We understand that they will be followed in due course, for the same excellent reason, by Doreen Bunting.

Dawne joined the original Aviation Division in 1958 and has been Mr Howard's secretary since 1963. She is seen, above, opening farewell presents. Lynn, doing the same, below, has been Mr Haskett's secretary since she joined EFA in 1968. Although they are leaving for the best possible reason, they will be greatly missed. Their work is being taken over by the remaining secretaries.



FARL Open D



"Good heavens, have you been inventing that? We've been using them in ADD for years!"



"Will it be accurate to within 2 nautical millimetres per hour?" asked Doug Harris (IND).

ay

EVERY so often, EFA's Flight Automation Research Laboratory in New Road Avenue arranges a technical "open day" to show the other EFA divisions some of its most recent work. The latest of these was held on August 27, and included working exhibits using several of the new electronic gadgets now becoming available for use in aircraft.



These were light-emitting diodes, fibre optic ropes colour television and various forms of miniature computers.

Don Price, FARL's Technical Manager, wielded his camera for EFA News' benefit and provided the general view above and the pictures which we have light heartedly captioned below.



"No, this thing's an oscilloscope. The experiment is on your right."

Super One-Eleven

THERE was good news from British European Airways in July. Nine of their 18 BAC Super One-Elevens are busy demonstrating automatic landings prior to applying for official clearance to land passengers "hands-off" in weather known as "Category 2" - about half the minimum visibility now allowed for non-automatic landings.

Their One-Elevens, say BEA in their company newspaper, are "poised to follow the airline's Tridents into the world-beating automatic landing field". Despite "a number of serious problems" in developing the automatic landing capability, "the whole programme has been carried out cheaply and in about half the time taken to prepare the Tridents".

That's a real success story, because we had to do without an aircraft devoted exclusively to test flying. For a time, BAC borrowed a One-Eleven from BEA, but both BAC and EFA did a great deal of work on ground rigs.

Much of it was done on Mezzanine Tower 3, where the actual flight "black boxes" sometimes brought straight from a test flight over southern England, were run by a computer simulating the aeroplane's flight and the guidance signals. At one stage the rig was set to "fly" and record scores of automatic landings unattended during the night.

Said Ken Turner, BEA Senior Development Engineer on the One-Eleven auto-landing programme, "BAC and Elliott have done a good job for BEA".



Above, inside the One-Eleven test aircraft. Below the computer in Tower 3.



A PRESENTATION was made recently to 'Claude' Stokes on his retirement after 15 years' company service. Friends and colleagues in the ISD drawing office presented him with a kingsize leisure chair. Howzat for size!



VIC EVANS retired last month after 15 years' service. He had joined the Aviation Division in 1956 as a project engineer and worked on the Blue Steel programme. In presenting him with a garden bench and table Mr D.H. Harries, Production Manager IND, recalled how he, "joined Vic and in fact worked for Vic". He thanked him for the many years of devoted and loyal service and expressed the wish that he would enjoy a long and happy retirement.

Buying Success

FOUR EFA purchasing people have recently completed a year's evening classes at Medway College of Technology and passed their intermediate examination for the Institute of Purchasing and Supply, reports Charles Berry, EFA Purchasing Executive.

Howard West (FCD), Mike Taylor (ISD), Pat Tamplin (ISD) and John Hussey (IND) now look to their final exam next year, which will allow them to join Alan Ralph (ATED) as full members of the Institute. The intermediate exam included papers on economics, accounting, statistics and purchasing law.

What Size is Charity

IT DOESN'T make sense,' reports John Cooper (ACD), 'unless you happen to be taking part in one of our divisional Car Treasure Hunts. Even then, it might not make sense!

These treasure hunts are held about once a month in the summer and draw an entry of between 20 and 25 cars, with 75 people. A nice balance is achieved between the 'professional' rally approach and a family outing, where on occasions Mum and Dad plus eagle eyed kids have made a winning team. Danny Saul and 'brood' take a bow!

The hunts have the great advantage of being self-organising; the winner of one rally organises the next. No maps are necessary as the route and treasure are found from a series of clues which have to be solved. The destination is a country pub 'somewhere in England', where a buffet awaits. A 'panic' envelope is provided for anyone who gets lost. (-25 points).

The last rally was on August 5th, won by Dennis and Jenny Carter (both of ACD) who gained a near record of 98 out of 100 points. E for effort went to David Hooper (ACD) and team who stood on a bench and formed a human pyramid to read a plaque high up on the wall - if only they had looked at the back of the bench! Similar determination was shown by Celia Martin (AS&RD) and partner who had mechanical trouble en route, staggered to a friend's house and borrowed another car to finish. Not quite Monte Carlo, but an enjoyable evening out.



The Elliott Apprentices Darts Team were the overall winners in the Medway Apprentices Association Darts League. They won all their ten home and away games against teams from Hobourn Aero, CAV and Tilling Stevens. Left to right, Robert Naughton, Peter J. Williams, Malcolm Scott (Capt), Peter Grieve, Alan Francis and Peter Laming.

One Machine Five Minutes....

CONTRACTORS and Works Engineers turned prospectors the other day when they tried to find chalk under the mound outside the surgery. You might think this is a dead cinch compared with North Sea oil exploration, because the factory is right on the chalk downs.

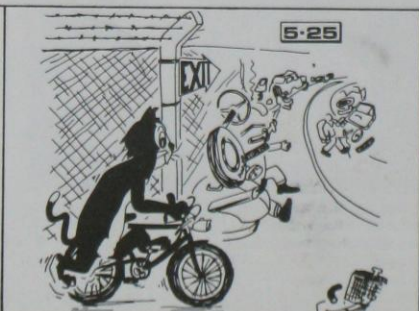
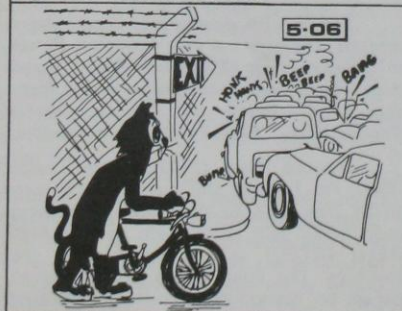
A hole drilling machine like a Dinosaur's dentists' drill, made hole after hole all over the mound, but discovered only minor deposits. The machine certainly saved a lot of spade-work and back-ache but the holes still had to be filled by hand.

Why chalk? "it's all to do with the drains mate".



"Right," said Fred . . . "We've found his penny, so let's get that hole filled in or they'll think we're looking for oil".
Photo by Peter Tromp.

Our Elli Cat



Brial.

Published by Elliott Flight Automation Ltd. Printed by AS & RD - PL1540

www.rochesteravionicarchives.co.uk