



EFA NEWS

No 15

September 1970

FARNBOROUGH 1970

The Farnborough air show is coming round again, from September 7 to 13. EFA will be there, of course, and this time with a stand designed to emphasise the Company's breadth and capability in aircraft avionic systems. The stand will be well-placed in the area traditionally reserved for aircraft or engine manufacturers in the covered equipment display. Together with Elliott Automation Radar Systems Ltd we demonstrate complete coverage – airborne radar, air-data, automatic flying control, inertial navigation, pilot's displays, etc. and, throughout, our comprehensive computing capabilities.

It could not be more appropriate, in this year in which we celebrate our third Queen's Award to Industry, that our stand occupies a prime site at Farnborough.

Furthermore, avionics have for too long been relegated to a tributary status yet no modern aircraft can perform its mission effectively without avionic guidance and control in the air or from the ground. Avionics technology should receive as much attention and encouragement as airframe or engine technology.

The cost of a large modern aircraft can be divided into four roughly equal parts: airframe, engines, avionics and airframe equipment such as undercarriage, air conditioning and so on.

The avionics installation is a key factor in making the aircraft an economic and effective vehicle. Without it, an aeroplane capable of flying at twice the speed of sound would not achieve anything useful. The objective must be to progress continually towards all-weather operation if the full economic potential of the modern aircraft is to be realised. Avionics has been a major contributor to this end and will achieve more and more in the future. EFA is a major factor in this activity, and is itself Europe's biggest single avionics manufacturing unit. Farnborough, every two years, is its important shop-window.

The public days at Farnborough, which include a magnificent air display as well as the indoor trade exhibition, are on the final Friday, Saturday and Sunday of the show.

If you go to Farnborough, remember that virtually every one of the aircraft in the display carries some Elliott equipment.

Next month's EFA News will bring you an interesting report on Farnborough week happenings.



They came to see EFA

A high level Japanese team of engineers and government aviation officials visited England during July to look at British developments in all-weather operations. They saw the Royal Aircraft Establishments, Smiths and EFA – and we were able to marshal the resources of all GEC-Marconi Electronics to display equipment covering virtually every aspect of the business, ground-based and airborne, from radar to landing recording and from autopilots to flight instruments. Here, Peter Lowry (ADD Sales Manager) is talking to a group headed by Dr. Eng Minoru Okada (centre), President of Kogakuin University.

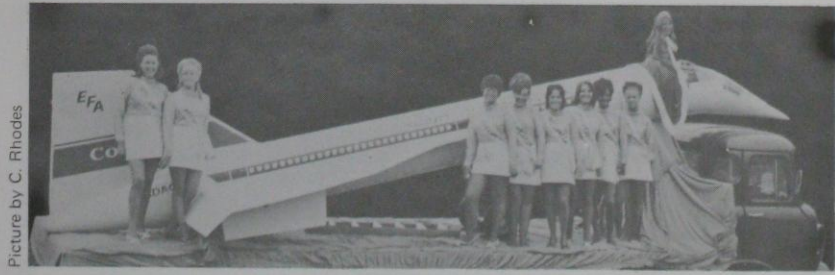
EFA NEW NEWS

This EFA News, the fifteenth in the series, has a new look. That's because we intend to produce it regularly each month and have decided to make use of our own "in-house" skills and do it all ourselves. It may cost a little less, but we are now producing twice as many issues each year.

But whatever the change in appearance, the objective remains basically the same – to keep EFA people in touch with EFA events and achievements.

Sharing the editorial chair, as before, are Mark Lambert and Lucy Jones of Public Relations. Producing the make-up and marshalling the printing operation are Charlie Knox and Alan Penney of AS & RD's publications department.

We look forward to hearing from the many EFA people who reported news and wrote stories for us for the first fourteen issues.



Picture by C. Rhodes

003 piloted by Miss Elliott 1970 came to the Medway Towns on Wednesday 5th August. The occasion was the Chatham Carnival. The original idea was initiated by members of the L'Adders Club (shown above). The Concorde model was assembled by volunteers from ADD and ACD. GEC-Elliott Control Valves supplied the lorry. Pat Moore was elected Miss Elliott 1970 at the Annual Fete Day on 11th July. She is a secretary in ACD, and enjoys driving, dancing and sun bathing.



Les Porter (AS & RD) drew this cartoon and can't decide on a caption: can you? Let's have your suggestions and he will draw some more.



SOUTHALL AIRWAYS

Arthur Southall (shown below) EFA's chief pilot has a new associate, John 'Dai' Rees. With them in the picture is their despatcher/radio operator/receptionist, Beryl Kirk. Behind is one of EFA's two Aero Commander seven-seat aeroplanes, which are kept pretty busy taking EFA people all over Britain and abroad on business.

'Dai' Rees flew jet fighters in the Fleet Air Arm until 1962 and has since specialised in business aircraft operation. He spent five years as an instructor in the College of Air Training at Hamble, where BOAC and BEA pilots are trained. Before that he was staff pilot and instructor with Airwork Services at Perth. Most recently he has been a training captain with the flying doctor service in Zambia. He therefore has just the right type of experience for our kind of journeys.

Beryl Kirk has a VHF radio in the Company aircraft office in Tower 3 so that she can talk to the pilots on the business aircraft frequently before they land, give them landing information if necessary and be prepared with transport for the passengers.

Alan Humphreys, who was formerly second pilot, retired from flying last year and is now working as an adviser with TACD, where his long airline experience is a valuable asset.



Quite a number of EFA people own sailing boats or sail for fun. Elsewhere in the GEC group, Noel Bevan, an electronics engineer in the Frimley establishment, which is part of the recently renamed Marconi Space and Defence Systems company, is a well known singlehanded trans-Atlantic sailor and took part in *Myth of Balham* in the round Britain race. Mr. Pateman, Joint Managing Director, recently set off on a holiday voyage to France in his yacht.

In the sporting fields, Don Emmett, Assistant General Manager, is honorary secretary of

the British Section of the Flying Dutchman Junior Class and crews for his son Robert. Flying Dutchman Junior, shown racing in the picture, is a version of the Olympic Games class 20ft Flying Dutchman designed to be handled by youngsters. Don reports that it has superb handling characteristics and that it is one of only 12 classes in the World to have been given international status by the International Yacht Racing Union. There are now no fewer than 8,500 Flying Juniors throughout the World.

Sailing is a vigorous, but satisfying sport. If you want to know more, ask Don Emmett.

14 Hours from home

Fred Haskett's daughter Sue is an air traffic controller in the Royal Air Force and was recently attached to number 54 Squadron at R.A.F. Tengah, Singapore. She was on hand with cool tins of Tiger beer to greet the crews of two Phantoms, which flew from Lincolnshire to Singapore in a gruelling 14hr 8min non-stop flight.

Here she is greeting Sqn. Ldr. Nevill after the flight, in company with Tengah's commander, Group Capt. Peter Latham, whom Fred describes as "a good friend of Elliotts". Group Capt. Latham formerly led the "Black Arrows" Hunter aerobatic team. By the way, those Phantom pilots just must have needed their EFA-made autopilots to ease that 14 hour drag.



EFA PULLS STRINGS FOR KENT

Elliott archers did a fine job to help Kent beat Essex in the inter-county archery match on August 2nd. They were hosts as well at Elliott's Featherby Road sports ground.

The Kent team won with 10,160 points against 9,865, with several people scoring over 1,000 in near-ideal conditions. Norman Morris, master bowman and member of Elliott (Rochester) Archers, scored no less than 1,115 points. Other Elliott archers taking part included Tony White and Paul Crampton.

The Elliott archers get at least their fair share of the headlines, both in these columns and in the local newspapers. How? They have their own public relations officer, Jack Milner.

EQUIPMENT IN ACTION

JAGUAR GETS ITS TEETH

The development life of a system is so long nowadays that it is not hard to forget during the formative months that a system really will fly in an aeroplane. Concorde was the most spectacular example of this, but our system has flown and performed since the prototype's maiden flights.

Latest system to move a big step towards flying in its own aeroplane is the Jaguar navigation and weapon aiming system, produced by IND and ACD. The first system destined to fly in a Jaguar was delivered during August and is to be installed in the Jaguar S.07 prototype, which made its first flight from Warton airfield on June 12th.

We can now claim that the Elliott system will give Jaguar a better target location and weapon delivery accuracy than any other aircraft now in service in Europe. If the threat of that capability is strong enough to avoid its ever having to prove it in anger, the objective of the aircraft will be fully achieved.

CONCORDE

The change of government raised a mild flutter of newspaper comment on the possible future of Concorde, which means quite a lot to us. It is natural that a new government should look carefully at an expensive project of this kind, but there has been no official statement to indicate any basic change in the situation. Concorde will be finally judged on its cruise performance at Mach 2, which it is not expected to reach for some time yet. There has been some delay during the fitting of the full-scale Olympus engines, but everyone has technical or labour trouble at some stage. The crucial test is still the supersonic cruise performance. Neither the un-

known sonic boom effects, or anti-Concorde campaigns, nor politics, are really going to affect the results of the purely technical trials due during the final part of this year.

AUTOMATIC TEST EQUIPMENT

Test equipment is never as romantic as the equipment it tests. But for EFA it is becoming a money earner and an achievement. ATED has worked, even struggled for many months to prove that computer-controlled automatic test equipment is a viable and worthwhile contribution to the avionics business. However much it knew it could succeed, outsiders were unlikely to be finally convinced by anything short of achievement.

Now ATED has proven achievement in full measure. The first SSE for the United States was delivered last September. A follow-on order was placed early this year bringing total orders to almost \$10 million. The computer software, key accessory for any such system, was completed and delivered a few weeks ago.

The first ATE for the Nimrod maritime aircraft was shipped in June. During the same four-week period, two SSE's and the Factory Automatic Test Equipment (FATE) for ADD were also delivered – a record for this branch in the industry. Another Nimrod ATE is due to go out in October. The customers are beginning to sit up and take notice.

Alongside ATED, through much of the Nimrod programme, have been the RAF representatives of the Central Servicing Development Establishment (CSDE). Their part in the operation was recently recognised by the presentation of pewter mugs, accompanied by ATED's customary measure of ale.



Picture by P. Tromp

Ted Moss left EFA late in July after several years as a personnel officer and an active participant in Elliott Social Club activities. The final formality, shown here, was the presentation by Mrs. Fisher of a Yashica camera given by his colleagues. Ted has not left the Elliott group: he has joined Mick Moran, former EFA Personnel Manager, in the equivalent department of GEC-Elliott Control Valves at Lewisham. Ted is keeping in touch.

Toms last drive

Tom Smith, EFA chauffeur since 1954, is happily leading a more regular life as Assistant Transport Officer, supervising loading and unloading operations at Goods Inwards. Tom must know every single detail of the road between Airport Works and Chatham station. He met most of the London trains for about 14 years: his record is 21 trips to the station in one day. For that matter, he once drove twice to London Airport and back in one day.

Tom's last chauffeur assignment was, in fact, to drive Mr. Pateman and his family to Buckingham Palace on July 28th for the investiture. A Rolls-Royce was obtained for the occasion, which is a story in itself, because Mr. Pateman insisted that Tom and not a hired chauffeur should drive. This was something of a recovery operation because the earlier drive on March 4th had to be abandoned somewhere near Orpington because of a sudden snowstorm.

HOW TO BE A GOOD MEMBER OF A CLUB

Do not come to the meetings.

But if you do, come late.

If the weather does not suit you, do not think of coming.

If you do attend a meeting, find fault with work of the officers and the other members. Never accept an office, as it is easier to criticise than to do things.

Nevertheless, get sore if you are not appointed on a committee, but if you are, don't attend the Committee's meetings.

If asked by the Chairman to give your opinion on some important matter, tell him you have nothing to say. After the meeting, tell everyone how things ought to be done.

Do no more than is absolutely necessary, but when other members roll up their sleeves and help matters along, howl that the Club is being run by a clique.

Hold back your dues as long as possible or do not pay at all.

Do not bother about getting new members. Let the Secretary do it.

When a banquet is given, tell everybody that money is being wasted on blowouts which make a big noise and accomplish nothing.

When no banquets are given, say the Club is dead and needs a tin can tied to it.

If asked to sit at the speaker's table, modestly refuse.

If you are not asked, resign from the Club.

Do not tell the Club how it can help you, but if it does not help you, resign.

www.rochesteravionicarchives.co.uk

HIGHLY HONOURED

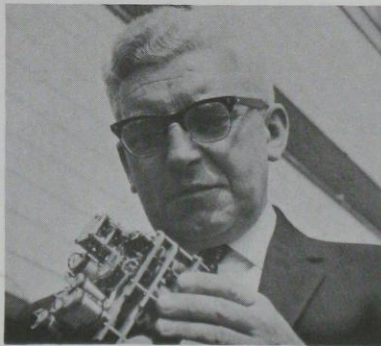
It's been national recognition year for EFA, with Queen's Award and personal honours in both New Year and Birthday honours lists. Mr. Pateman, EFA's Deputy Chairman and Joint Managing Director, attended an investiture at Buckingham Palace on July 28th to receive the CBE he was awarded in the New Year's Honours List for services to Export (see picture).

In the Birthday honours, Dickie Richards, project manager in ADD, was awarded the MBE and Harry Cruttenden, assembly and wiring foreman in FID, was awarded the BEM. Both awards recognise distinguished service in exports and both men can claim to have shared in World pioneering in their particular skills.

Dickie can be fairly described as one of the World's leading experts in head-up display. After all, if you are a head-up display expert with EFA, you are in the World class. Harry was one of the first group of men anywhere to work on the production of air data computers.

More distant, but none the less important to us, Arnold Weinstock, managing director of the entire GEC-EE group, now to be called the General Electric Company, received a knighthood in the Birthday honours. He is the man who ultimately guides all our destinies in this £900 million industrial group.

Sir Arnold was appointed Managing Director of GEC in 1963, after being managing director of another company which was merged with GEC. His main interests outside business are racing and breeding horses and early classical music.



It's a date

Detailed preparations for the formal presentation of the 1970 Queen's Award to Industry to EFA are now well advanced. While in past years we have held a small and therefore restricted ceremony, the basic objective this time is to let everyone come, and to make it a memorable occasion for all of us.

So it will all happen out on the car park in front of Tower 1, with a band and all the trimmings – and canvas shelters in case it rains. Many parts of the factory will be open to invited guests, so that EFA people can show their families how we operate. There will be exhibits by our customers and suppliers as well. There may be a surprise attraction or two.

EFA is the largest industrial employer in the Medway towns, as well as the largest producer of avionic equipment in Europe, so we feel that the presentation is an occasion on which we ought to recognise our membership of the community. Representatives of all aspects of the local community have therefore been invited to join us, ranging from local government and MPs, education, legal and police leaders, to sports, arts, conservation, commerce and trade.

The presentation itself will once again be made by Lord Cornwallis, Lord Lieutenant of the County and official representative of the Queen.

So make a note of the date, September 26th – a Saturday, but a rather special one for us all.