



FCD and ISD Look Ahead

FORWARD into the 70s

NOW we have two new divisions. The main appointments have been announced, but a certain amount of redeployment is still to come, as stated in the general notice of September 30th. By the end of this year, all changes should be complete, and no further changes of this magnitude are planned.

Now that FCD and ISD are in existence, it should be possible to look at the positive side of things — and there are definite positive factors in the new set up.

Looking forward rather than backward, what we have done is to form two design and production teams unequalled anywhere in Europe in their particular fields. They can offer potential customers a range of experience and a capability in large systems and new technologies far better than we have had before. The strength of the new teams should impress customers when we compete for future orders.

We are in fact capitalising now on the strength we have achieved in recent years, a strength demonstrated by our successful penetration of the US market and recognised by three consecutive Queen's Awards. EFA has in fact evened out the characteristic periodic troughs and peaks in the World's aerospace industry better than many other companies.

We are looking forward to taking a worthwhile share of the £300 million international avionics market forecast for the end of this decade. The new divisions can be seen as a part of the overall plan, and EFA is at least as well placed now to achieve its share as it has ever been, or as any of our competitors are at this moment.

While FCD and ISD are looking forward to new markets, ADD, IND and ATED are at full stretch working on big production orders. The total turnover of the company continues to increase steadily.

The new divisions are not the beginning of a move away from divisional or centralised operation. EFA is still confident that the divisional system, which has served so well in the past is still the right system for the future. EFA is still able to speak for itself with the assurance of past success and still has every intention of continuing to expand.

The new divisions are now in a position to make their new strength felt with our customers and can look forward to prosperity in the years to come.

Old and New

DURING Open Day 'Pinky' Stark organised a historical exhibition in AS&RD. After the Open Day Elliotts offered to support the foundation of the local museum suggested by the Mayor of Rochester.

The Evening Post printed this picture of Maurice Needham and 'Pinky' Stark with some of the historical material. These were World War 1 Elliott instruments and photographs of Short aeroplanes. The development model Concorde autopilot controller they are holding could end its days in the local museum.



Twangs for the Memory



KEEN guitarists, Pat Griffen (AS&RD) and Terry Argent (Gyro) were two of the area finalists in a talent competition at Butlins, Clacton, last July. This won them a free week's holiday in September, and the chance

of competing in the South of England finals. They unfortunately failed to reach the All England finals, but say that they can now concentrate on their own group, 'The Four Minus One', formed earlier this year.

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THERE WE WERE

Open Day at RAF Station Coltishall

THERE was something nostalgic about driving into the RAF station at Coltishall in Norfolk on a clear, crisp mid-September morning. Passing the guard-room, station headquarters, sergeant's mess, fire points, sick quarters and white painted railings and reaching the tarmac and hangars, there was much to remind one of the good old days in the mob.

The illusion was suddenly shattered by the sound of pop music over the station Tannoy system. What had happened to those terse announcements about extra duties?

The occasion was the station's open day commemorating the 30th anniversary of the Battle of Britain, and no effort had been spared by the RAF in providing something for everyone's taste. For the second year running, ADD provided one of the exhibits – a display stand featuring EFA products and including a working head-up display and film show.

By 10.30 in the morning there was a steady stream of visitors to our stand including many small boys who gave the controls of our working head-up display very thorough tests for ruggedness! I shuddered to think what they do to their TV sets at home.

Nearby, there were jet engines, safety and survival gear, airplane tyres and a Lightning fighter with all the essential electronics out on show. Particularly interesting was the Battle of Britain Squadron hangar housing at least three Spitfires, a Hurricane and a Me 109.

On the lighter side, you could have your photograph taken sitting in the cockpit of a jet. Two polaroid cameras were clicking away non-stop for nine hours that day and, at 5/-d per snap, the benefiting charities (the RAF Association, RAF Benevolent Fund, and RAF Museum Fund) were each receiving a stimulating financial injection.

Other exhibits included practice guns to test your aim; a TV target trainer adapted to test your tracking ability; you could slide down an escape chute, or gently sink into the arms of two airmen after a simulated parachute drop. There was something there for everyone, and much credit to the RAF for the ingenuity of the side shows and the enthusiasm with which they were manned.

The afternoon brought "Group Captain's Weather" – no wind and clear sky – and the flying display got under way with a Spitfire and Hurricane followed by a wide miscellany of aircraft including the Buccaneer, Belfast, VC-10, Voodoo, Phantom, Red Arrows and finally sixteen Lightnings flying in tight formation.

The sun was almost setting when the last of the aircraft touched down and we made our way off camp for well earned liquid sustenance. I should have mentioned that a very noisy electric generator within yards of our stand had forced us to shout all day to our many visitors.

Next morning, the station was transformed again into one of Her Majesty's Establishments and there was feverish activity. Reverting to normal routine, Sunday morning parade had been at 0800 hours and within an hour all loose paper had been

picked up. Chairs had been returned to the mess, lengths of rope were being measured before going back to stores – and officers were being saluted again.

After queueing up for a cup of tea at the NAAFI wagon we were about to leave the station when the Tannoy summoned corporals and below to station headquarters for further domestic duties – not so 'pop'.

Perhaps there was something in favour of being able to drive out as free civilians. Any volunteers for next year? YOU, You or You?

Below, the Me 109 at Coltishall.



NORMA TEATHER was presented with a cot and carry-cot stand from her friends in IND when she left the company on October 2. Norma and Brian Teather have been a husband and wife team working in the IND sales office. The post of secretary to the Sales Manager has been taken by Celia Haywood.



Think Decimal...

IF you are apprehensive about the introduction of decimal currency next February, here is a quick and easy way of conversion.

For example, to convert New Pence to the old penny, first multiply the number of new pence by 2, thus:

$$26NP \times 2 = 52$$

Then regard the 5 as representing shillings and the 2 as pennies. Therefore,

$$26NP \times 52 = 5s 2d$$

To convert our present money into New Pence, it is only necessary to read the shillings and then the pence as units and divide the number by 2. For example:

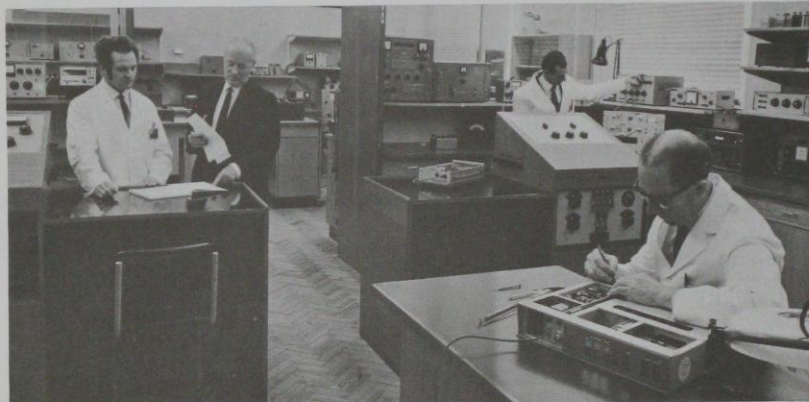
$$\text{For } 7s \ 6d \text{ read } 76, \text{ divide by } 2 \\ = 38NP$$

Try this with other examples. You will find it a good guide, accurate to within $\frac{1}{2}$ NP. But it will not work with 10d or 11d. So 7s 10d, for example, should be rounded down to 7s 9d, and 7s 11d rounded up to 8s 0d. Whole shillings such as 8s 0d are regarded as 80 divided by 2 = 40NP.

On Stage

THE next stage production from the Elliott Dramatic Society is a farcical chiller called "Wanted, One Body" which is to be staged on November 5, 6 and 7. The first night, at least, should go with a bang!

Tickets 4/- each obtainable from the Social Club in the snack bar canteen.



Mervyn Lea, second from left, in his new Electrical Standards Laboratory.

CQD's New ESL

A QUICK MOVE BY MERVYN LEA

ONLY four days out of action was the proud boast of Mervyn Lea when he moved into his brand new Electrical Standards Laboratory in the Central Quality Department, over in the Flying School shortly before the Open Day. And the move was made almost to the day seventeen years after Mervyn joined Elliott Brothers (London) in the then ETR group.

One of CQD's many activities is to calibrate the electrical test equipment used by the divisions during production work, and this means keeping electrical reference

standards, regularly checked against British national standards, so precise that they have to live in a controlled atmosphere. The Electrical Standards Lab can measure one Volt to one part in 100,000, for example, so that an EFA Volt will be precisely the same as anyone else's Volt, including the customer's!

The Lab atmosphere is kept to within half a degree of 20°C, to within five percent of 50 percent relative humidity, at 95 percent test dust filtration and the air is changed once every 1½ minutes.

Mervyn has four laboratory technicians working with him: Alan Hooper, John Morris, Richard Rhodes and Stanley Barrow. For all EFA divisions they check multirange meters, resistance, capacitance and inductance bridges and decades, digital voltmeters, oscilloscopes and many other instruments. They offer a three- to four-day turnaround.

All this is part of the quality control capability demanded by MinTech's Electrical Quality Department.

Mervyn Lea has been in the standards business for well over ten years, having started the instrument and calibration room for the Radio and Radar Group in the mid-1950's, after being a development engineer. He started the present EFA Electrical Standards Laboratory in 1964. Until the new laboratory was opened, he operated in the Rotron building between AS&RD and ATED.

The new laboratory is a long way from his original pre-war activity as a daily newspaper journalist. In his time he has also been a photographer and worked in a publicity agency. During World War 2, he served in a bomber crew and then as deputy signals leader at a Bomber Command Operational Training Unit, with the rank of Flight Lieutenant.

Electronics for Mervyn began as a hobby, which he still pursues. His project for the last few years has been the design and construction of an electronic organ, which even today is one of the main audio engineering challenges.

Homeward Bound

TWO EFA apprentices, Brian McShea (ATED) and Keith Harvey (TACD) have returned from an Outward Bound course in Devonshire. Here, Brian describes some of his experiences during this tough 26 days' close community living...

"The majority of things done at Outward Bound lead up to the final expedition known as Overland. Four of us were dropped off on the Cornish coast on Sunday afternoon and given until Wednesday lunch time to get back to the school, some 60 to 70 miles away. We were completely independent of the outside world in that we carried all our own food, tents, cooking equipment and sleeping bags in our rucksacks on our backs. These rucksacks turned out to be so heavy that by the end of the day you needed someone's help to lift it onto your shoulders.

"The first day we did not walk very far as Tony, one of the boys in our patrol, had a bad stomach ache. So two of us had to carry his bag on a stick, plus our own bags. The second day, Tony felt much better and we covered more ground. When we made camp that night we planned the route which was to take us across Bodmin Moor on the following day. For tea that night we had 'Lamb Garni' mixed with the following: beans, spaghetti, minced beef and vegetables. It was pointless trying to cook them all separately because we only had one primus stove. As a nightcap we drank grotty tea made

SPORT-next month.

Elliott Athletic Club will be competing in the following events during the coming month:

October 31

Veterans Athletic Club at Aylesford

November 7

Reigate Cross Country Relay 6 x 2½ miles at Reigate

November 14

Horsham Blue Star, Senior boys and youths at Aylesford

November 21

Rochester Road race 5 miles at Rochester

November 28

North Kent championships cross country at Dartford

Further details from Len Murphy, ADD, on internal 361.

with stream water and powdered milk.

"Next day it was misty from the time we woke up, at about 0600 hours, until approximately 1000 hours. Consequently, we had to walk halfway across Bodmin Moor relying on our maps and compass. Visibility was down to about 50 yards at times, and you need enormous faith in your map readings and compass bearings to walk 8 or 9 miles in that kind of mist. We camped that night on the edge of Dartmoor.

"On the next day we woke up at our usual 0600 hours only to find torrential rain outside. This slows us up since it made cooking and packing of gear more difficult. We set off on Dartmoor first in heavy rain, thick mist and this continued until we walked right across to the other side of the moor. We must have been lucky, or our map reading was very good, because we didn't get lost once, but numerous other people did.

Concluded on back page.

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Shock Tactics

A NETBALL MATCH WITH A DIFFERENCE

The two teams before battle commenced. Back row, left to right: Dave Hibbin, Len Bathe, Geoff Baker, Dave Thoroughgood, Jeff Davies, Ivan Carver and Phil Stokes. Front row, left to right: Terry Knott, Susan Hayes, Hazel Sanders, Pat Hellen, Sheilagh Brunton, Judi Bathe, Lynda Morris, Sylvia Stokes and Rita McLeish. Pictures by Keith Woolmer.



Among those present at AS&RD farewell to Frank Shields were, from left to right: Stan Bailey, Stan Baggott, Jim Casey, David Shallcross, Frank Shields, Bill Ecob, Bill Bland and Glyn Thomas. And below: Glyn Thomas presents the farewell present of cut glass tableware.

Frank Shields

THE retirement just before Open Day of Frank Shields as EFA Assistant General Manager marks in a sense the end of the beginning in one of EFA's key support services. Frank was recruited from BOAC in 1958 to help EFA set up the AS&RD organisation to support our airline customers, at a time when EFA was beginning development of its first airline autopilot, the VC10 automatic landing system.

With the addition of the BAC One-Eleven, AS&RD has become a world-wide activity, with spares, repair and training facilities at Rochester supporting a network of field representatives in Europe, the Americas and the East.

Frank also achieved the distinction of being the first man to retire from EFA staff, as distinct from leaving for other reasons. His EFA farewell was at the Huntsman, but AS&RD gave him a farewell party of their own on September 29. Frank has gone to live in Loo, Cornwall.

Just before he left, Frank asked EFA News to pass on his "sincere thanks and appreciation to all my friends on the staff who have been so kind as to express in some shape or form their good wishes on my retirement."



HOMEWARD BOUND concluded. and getting lost on Dartmoor is no joke, even in good weather!

"Anyway, the others had the common sense to head east, which took them across a road somewhere, and once on the road they could figure out their position.

"We returned to the school at about 1800 hours on Wednesday, feeling dirty and damp, with blistered feet and aching shoulders, but still laughing and joking! It really felt good to have a shower, to put on clean clothes, to lie on a BED again. Looking around our patrol I could really feel that air of friendship and say what the older generation say about 'those long haired youths', they're a pretty good bunch of fellows when you get down to it . . ."

THE main car park was the scene of a "make your own rules" game of netball on September 16 between engineers and typists of MACD.

It all started when a zealous member of the MACD football team challenged the ladies to a game of football. The challenge was declined, but netball was agreed as a suitable compromise.

As the men were obviously fitter and fatter, shock tactics were employed by the ladies, who turned out in the most bizarre attire imaginable. Among others were judo trousers, fashionably mid-length of course, worn with matching flippers. Not to be outdone, the men donned party hats provided by Jim Collins.

As the game commenced, it was soon evident that this was not going to be just a netball match, but a game of fiendish tackles and nerve. The final score was a decided victory for the engineers, by 11 to five.

There were no casualties, apart from creaking joints the next day!

Will it, or won't it.



Published by Elliott Flight Automation Limited Printed by AS&RD PL1120

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