

## HONoured



Harry Cruttenden, ISD Foreman of Assembly, was presented with his British Empire Medal by Sir John Eden, Minister for Industry, at Lancaster House on November 11. Here he is after the ceremony with Sir John, his wife and daughter. Harry has been with Elliott for 17 years, with EFA for 12 and received the BEM for meritorious service to industry.

"Dickie" Richards (ADD) was due to receive his MBE for services to export on November 24. Both awards were announced in the Birthday Honours List in June.



Bob Black added some special flower arrangements to his cheerful office decor for Open Day in Stove Enamel Department. He has run the department for 24 years and has dealt with everything from bacon slicers to head-up displays. Chatham News picture.

## A TOUCH OF BLACK MAGIC

**T**WENTY-FOUR years ago, the Stove Enamel Department was formed, with Bob Black as Foreman. He was among the first 14 people to work in the Rochester factory for B & P Swift Ltd, manufacturers of food machinery and scales, who led the Elliott move to Rochester.

Now 64 years old, Bob looks forward to celebrating his silver anniversary with the Company, when he retires late next year. He was Chairman of the Foremen's Association for 14 years, and Vice President for two.

From a store of memories he can recall the first Fisher valves, and the establishment of the Fisher paint shop and that of the Panel Section. "It was our pleasure to have work sent in from all over the fast-growing group, because of the high standard of our finishes and technical know-how," he recalls.

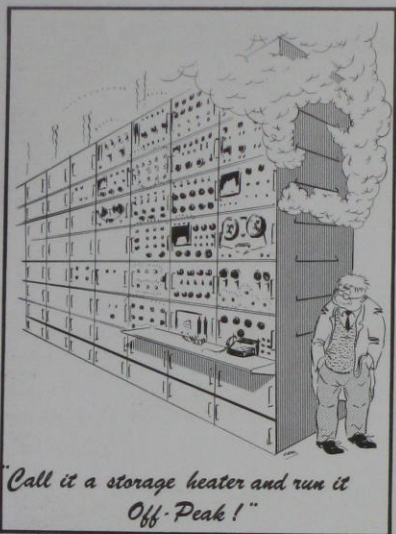
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On stage at the Festival Hall, London, is Moya Knox, daughter of Charlie Knox, Chief Illustrator of AS&RD Publications. She trained at the Royal Academy of Dancing, the Royal Ballet School, and is a member of the London Festival Ballet Company. She has had many favourable magazine and newspaper reviews of her ballet roles and has appeared on stage and screen all over the World.



Photograph by DAVID PICKEN





Something like £6,000 worth of GEC domestic appliances were bought during the three-day sales session in the canteen last month. GEC trade names on which discounts were available included GEC, Morphy Richards, Hotpoint, English Electric, Revo, Radio and Allied and British Domestic Appliances. Incidentally, any problems under guarantee can be dealt with through the normal guarantee procedure.



**A TOUCH OF BLACK MAGIC** concluded

Bob has supervised Anodising, Alchroming, Alcolene, painting and stove enamelling of such diverse products as bacon slicers and head-up displays. Every exhibition held by the company has carried his finishing touches, and when our French opposite numbers required information on the Concorde paint specification, Bob Black and his team were called in to help.

"It's our boast that we have a ready answer for every progress chaser in the company, including Alf Harrison," says Bob. "Like kangaroos, we keep one jump ahead of our chasers."

## Radio Medway on the Air

**T**UNE in on 97.0 in the VHF band on December 18. BBC's Radio Medway will be on the air from early morning until well after midnight every day from then onwards. Part of its programming will be taken from the national Radios 1 and 2, but a great deal will be purely local and broadcast from the new studios in Chatham High Street. The transmitter aerial will be on Wrotham mast, beamed eastwards as far as Herne Bay and from Essex in the north to Tenterden in the south.

Radio Medway will cover local news and sport and will be particularly useful in giving road reports received direct from the local police. It will also carry local affairs programmes, music requests, a morning women's programme and other Medway features. In fact it is our own local broadcasting service. You will have to have a VHF FM receiver, but this will receive all the BBC national sound programmes as well — and free of the atmospheric and continental interference we now get on medium-wave AM reception.

When buying a receiver, make sure that it works in your house or car. Aerial requirements are a little more complicated than for medium wave.

A feature of the opening day's programmes will be that the national Radio 1 Night Ride programme, from midnight until 2.00 am on December 18-19 will be presented from the Chatham studios. Requests can be sent in now, on a postcard, to Radio Medway, 30 High Street, Chatham. Radio Medway will provide a new and personal way of sending greetings locally for birthdays, anniversaries and so on.

The Radio 2 programme "The organist entertains" will be recorded in Chatham on December 20 for subsequent broadcasting. Free tickets for studio audience can be had from Radio Medway.

Finally, a reminder from Public Relations: introduction of Radio Medway in no way alters the standing EFA procedure that any report or discussion for publication of Elliott affairs, policies or activities, or any contribution using the Elliott name must be sanctioned in advance by Public Relations and EFA Management.

## Dickie at Atlanta

There were half a dozen Lockheed C-5A Galaxy transports, the largest aircraft in the World, on Lockheed Georgia's airfield near Atlanta when Dickie Richards (ADD) paid a visit. The Galaxy behind Dickie has its nose tilted up for straight-in loading. With Dickie are (left) Bob Shipp, plant manager of EFA's associate EA Industrial Corporation, and Bob Chester, Atlanta repair manager. (Picture by Bob Shipp).







**BILL HOWELL**, Embodiment Loan Officer in ADD retired at the age of 65 at the end of last month. He joined Elliott at Rochester in 1955 and transferred to ADD when it was reconstituted at Rochester. He hopes to take an active part in his favourite hobby, bowling, and in his leisure hours will be able to relax in the armchair which was presented to him by Dave Eyers on behalf of his friends and colleagues.

## Congratulations



Punch tipplings, used as confetti, give the game away as to what this occasion was about. Bride Gillian Hoggart, who, after 5 years company service, was becoming Mrs Aldrich, received a lamp standard and various other gifts from her friends in the 1004 room.



Approximately 4,000 presents were wrapped in preparation for the children's Christmas parties, being held in the Canteen on November 28 and December 5. Our picture shows some members of the Social Club Committee assisted by EFA girls.

Below: "King" size parcels for Santa Claus

Pictures by Peter Tromp.

## Athletics—next month.

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

### December 5

Kent League Cross Country at Mote Park, Maidstone.

### December 15

Invicta Cross Country at Canterbury.

### December 19

Friendly race between Medway AC, Invicta AC, Metropolitan Police AC and Elliott AC at Aylesford.

*Elliott AC annual buffet dance will be held on December 3rd at the Elliott Social Club House at Featherby Road. Music will be provided by the Temple Farm Trio. Tickets 15s available from Len Murphy (ADD) on internal 361.*

Peter Brignall, Chief Inspector, Gyro Division, and his wife Maureen, (formerly computer programmer in EDP) have become proud parents of a baby boy, Simon Richard, 5lb 13ozs.

The marriage of Susan Smith, punch tape operator in EDP, to Geof Hollands took place at St Margaret's Church, Rainham on October 31. Nora Seal, Supervisor, presented her with a carpet sweeper, vegetable racks and perfume on behalf of her friends.



An important day in the life of Doreen Smith, secretary to John Peett, EFA, was just two days away. Friends and colleagues got together for the presentation of wedding gifts, including a carving set.





The wings aren't melting: that's the way they are for supersonic flying. This unusual head-on view was taken during checks of Concorde servicing procedures. Picture by Peter Tromp.

## Concorde looks good

**B**OTH Concorde prototypes have now reached the magic Mach 2, twice the speed of sound, at which they are intended to cruise in airline service. Both height and speed will be further increased to prove the full range of performance, but measurements so far seem to be right. Mr Pat Burgess, BAC's sales manager for the Concorde, was confident enough to say recently in Washington "We are now absolutely confident of the aeroplane and we are prepared right now to produce a production plane with the specified Paris-New York payload". The design target is a Paris-New York payload of 25,000 lb, cruising at Mach 2.05 in standard atmospheric conditions.

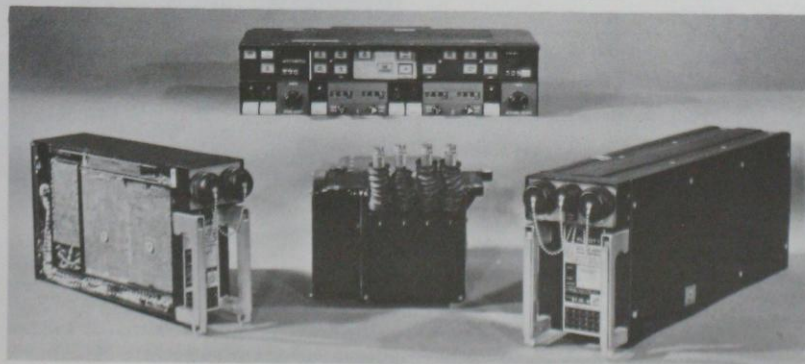
The next major hurdle, therefore, is to persuade the airlines to turn their options into firm orders, despite the current slow-down in traffic expansion and reduction in revenues. But by the time the first Concorde has accumulated their 4,000 hours of testing time in 1972, the general economic situation should have improved.

When EFA News visited the Concorde factory at Filton, Bristol, recently, there was a quiet air of optimism, reflected a few days later in the BBC Panorama discussion of the Concorde project. Despite the usual series of minor snags during test flights, which robbed the British 002 prototype of the chance of reaching Mach 2 on the same day as its



Concorde 002 roars away for another test flight from Fairford RAF base in Gloucestershire. EFA equipment on board includes the autopilot system, fuel flowmeters, engine instruments and an air data computer. All are taking their full share of test flying.

Some of the FCD black boxes destined for the pre-production Concorde due to fly next year: these are the new autopilot control panel (top), autothrottle computer, throttle actuator and the autopilot/flight director pitch axis computer. This system is the first civil supersonic autopilot in the world.



French counterpart, performance looks good. "There are no skeletons in the cupboard" said the BAC men, and "we are within a cat's whisker of predicted performance".

EFA, meanwhile, has been playing its part, with French partner SFENA, in the flight test programme. More than 65 per cent of the flying time of both prototypes is being controlled by the EFA/SFENA autopilot system, which has now flown Concorde at 40,000 ft, at high supersonic speed and right down to 100 ft above the runway during the approach to landing. In airline service, the system will control Concorde continuously from a few minutes after take-off right through to automatic landing at destination.

ISD's flowmeters, engine instruments and Mach number computer have also played their part. None of the reported unserviceabilities in Concorde 002 have been attributed to EFA equipment.

Meanwhile, publicity about noise and cost continues. It is worth remembering that the current series of supersonic flights down "boom alley" is absolutely limited to 50 runs, after which testing becomes less sensitive and flights can be made well clear of land. There is no intention of flying supersonic over Britain in future. Airport noise will be considerably reduced by the new engine exhaust nozzles now being tested on

the ground and due to be installed in the production aircraft. These nozzles are also 2,500lb lighter and will allow a 1,500lb payload improvement.

The recent increase in total Concorde cost can also be seen in perspective. The £835 million is the total cost to Britain and France of the whole eleven-year programme until production is under way in 1973. The year-by-year expenditure is equivalent, in Britain, to the sum spent on false teeth, in the public sector, or domestic pet food in the private sector. In France, the cost is the same as the French dairy produce subsidy — and Concorde costs France half as much as alcoholism. Ultimately, the commercial return on the Concorde programme is likely to be measured in thousands of millions of pounds.

[www.rochesteravionicarchives.co.uk](http://www.rochesteravionicarchives.co.uk)