



## Four In Hand

**P**RESENTATION of the emblem and the scroll bearing the Grant of the Appointment for this year's Queen's Award to Industry went off smoothly in a modest ceremony in the Towers conference rooms on October 13.

Lord Cornwallis, Lord Lieutenant of Kent, has become a familiar and friendly figure in the ceremony and even joked that he presented the Queen's Award to EFA so regularly that he expected to be taken on as an employee. But he was absolutely serious in telling us that he was acting as the direct representative of the Queen, who took a personal interest in the companies receiving the Award.

Once again, the insignia were accepted by representatives of EFA divisions, the emblem by John Pointer (FCD), and the scroll by Mrs Violet Rudd (IND).

Replying on behalf of EFA, Mr Pateman, Deputy Chairman and Joint Managing Director, made a direct reference to recent events.

"Whilst we have been able to continue to expand our export business, which now accounts for some 57% of our total business, the World-wide recession has forced us to reduce staff and I am very well aware that some of us have found it difficult to reconcile this reduction with the winning of Queen's Awards.

"I can only say firstly how genuinely sorry we all are that some of our former colleagues are no longer with us and wish them good fortune in the new fields which I am quite sure they will conquer; and secondly to those remaining, that exports still form the back-bone of our business and employment. We cannot rest on our laurels, but must fight even harder to retain and enhance our position in the world market place.



Above, Lord Cornwallis, Mrs Violet Rudd (just visible), John Pointer and Mr Pateman display the new emblems in front of the cabinet holding the three previous awards.

"The function of the Queen's Award as I see it is two-fold: firstly, it is an expression from Her Majesty to each of us in the company, equally from management to the newest apprentice that we have each done something a little special, a little above average.

"Secondly, it is hoped that by this recognition our reputation will be so enhanced that we are enabled to continue to be a little special and a little bit above average".

An Award is certainly an "above average" achievement. In 1971, EFA was

one of only 110 or so companies granted the Award out of well over 1,000 applicants.

Interviewed later by BBC Radio Medway, Mr Pateman observed that, even with the past year's natural wastage of staff added to the recent redundancies, EFA is still larger now than it was five years ago.

Incidentally, when BBC Radio Medway reporter Dick Moore had trouble with a connector on his tape recorder before the interview, the full weight of EFA's advanced technology was brought to his aid. John Spinks, ISD's Chief Engineer, put the trouble right - with a deft tweak of his golfing tee!

## Home Made Harrier

Story on back page.

Picture by Mark Lambert



# Barry Crosse

**I**T was with deep regret that we learned of the sudden death of Barry Crosse, on Saturday October 2. Our sympathy goes out to his widow and children.

Barry joined the company on January 13, 1964, and was for many years an employee of the Automatic Test Equipment Division. He recently transferred to the Inertial Navigation Division as an electrical inspector.

He was a popular young man whose talent as a vocalist and guitarist prompted him to form his own group and quickly develop a following for his particular brand of entertainment.

His contribution to the success of any function was measured by repeat bookings and his happy knack of making people relax and enjoy themselves.

Barry was able to communicate through his music with a wide audience, two extreme examples being the childrens' Christmas parties where his group excelled and the "over 50's" cocktail parties where his solo singing of old favourites invited and received audience participation.

He contributed part of his life to helping others enjoy theirs. He will be sadly missed by all who knew him.

# Wine Recipe

**FOLLOWING our hints on home-brew bottling techniques in the last issue, here is Paddy Warren's recommendation for making rosehip and fig wine. To make one gallon, prepare the following ingredients:**

Sauterne wine yeast  
4 oz dried figs  
3 lbs granulated sugar  
5 pints boiling water  
1 rounded teaspoon citric acid  
Nutrient  
1 small (6 oz) bottle rosehip syrup

#### **Proceed as follows:**

Make up a yeast starter bottle, following directions given with the yeast.  
Wash figs, chop finely and place in a sterilized polythene bucket. Add sugar and boiling water; stir well. Cover and leave to cool.  
Stir in citric acid, yeast and sufficient nutrient for one gallon (as directed on container). Cover bucket with a sheet of polythene and

# Elliott Came Second

**T**HE prize for the winners of the Medway Apprentices Association Challenge Contest was a weekend at the beer festival in Brussels and a £5 bonus to each member of the team," reports Bob Sussmes, secretary of the Elliott Apprentices Committee.

"The competition which entailed a five-a-side football match, novelty sports, tug-of-war and finally a quiz was fierce. Ten firms submitted a team to represent them.

"In the first of these events, the five-a-side football, the Elliott apprentices came second, due far more to luck than skill since we never scored a goal in the whole of the competition.

"We did better, however, at the novelty sports with Martin Hogbin and Rob Mates winning their event by drinking three pints of beer in the shortest time. They managed it in 32 seconds, which proves that the apprentices are good at some things. The rest of the team all gained second place in their respective events, thus putting us in the lead.

"After the tug-of-war there was only the deciding quiz left and at this stage Elliott and BP Kent were the joint leaders. The questions varied from sport to current affairs, but no matter how much they varied, we were unable to answer enough questions to beat BP, who finally won the overall contest with Elliott taking second place."

The Elliott team was Melvin Doggett (captain), Robert Mates, Brian MacShea, Martin Hogbin, Ian Pett and Robert Taylor.

tie tightly with string. Leave in a warm place for seven days, stirring twice daily.  
Strain through a nylon strainer over a plastic funnel into a one gallon glass jar.  
Dissolve rosehip syrup in one pint of cold boiled water; add to jar. Fill up jar to neck with more cold, boiled water, if necessary. Fit a cork with an airlock and leave in a warm place to ferment.  
When wine has cleared, rack into another jar; top up jar with cooled, boiled water and fit airlock. Leave in a warm place to ferment until wine is clear and still and the water is level in the airlock.  
Rack wine into a clean jar and fit a cork.  
Leave wine in jar in a cool place for two months.



Rob Taylor of Elliotts' apprentices carries a tray of water at the Apprentices' Assault Course but loses most of it when going over the see saw.

# A Happy Couple...



WEDDING congratulations to Thomas Hayes, ex AS&RD and Mrs E. Tanton, widow of the late William Tanton, formerly Flight Accounts. Thomas joined the company in 1956 and retired in 1968.

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# People and their Hobbies

**"T**O survive in a production environment it is necessary to be an extrovert and an optimist", says Dave Eyers, ADD Production Manager. But he adds that activities outside work are equally important.

Dave evidently believes in practising what he preaches and lists among his hobbies amateur radio, rebuilding an old car and mastering "three dimensional driving" with the EFA Flying Club. David believes that amateur radio is a fine hobby which some 13,000 people enjoy in the UK.

Some people enjoy the constructional work of building transmitters, receivers and related test equipment. Others like operating their stations and talking to other amateurs throughout the world. The amateur population is approximately 400,000

The most surprising contacts can be made. For example, Mr Barry Goldwater, ex Presidential Candidate, is an active amateur. King Hussein of Jordan is sought after as a contact. Brian Rix of Whitehall comedy fame used to be heard on the amateur bands. It is not confined to men: there are many ladies (XYLs) in the amateur fraternity. Indeed whole families become so involved that husbands, wives, sons and daughters all end up with licences under their own individual names.

This is a hobby which those approaching retirement would find the ideal replacement for the close contact with people at work.

The Brough Superior sports coupé that Dave Eyers is rebuilding, is according to the Ralton Owners' Club, the earliest known six-cylinder Brough Superior made. It was

first registered in 1936 and is therefore classed as post vintage. It is powered by a 3.5 litre Hudson engine and was made in very limited numbers by George Brough of Nottingham. He made his name in the motorcycle world with his very famous Rolls Royce of motorcycles, the Brough Superior.

The car is a first class example of high power, speed and comfort, embodying the best of British workmanship. It has an aluminium body on an ash frame and a very much improved Hudson chassis. Dave hopes to complete the car by early spring, in time for the many summer car rallies.

The original road test report states that the cars' top gear range was from six to 120 m.p.h. and that road holding over this range is first class. That was in 1936, of course: what it will feel like now remains to be seen.

One thing is for sure. The petrol consumption is likely to preclude its everyday use. Its value is very hard to estimate, but since a similar model was auctioned in 1960 for more than £1,000, it could be regarded by some as a good investment. Some car! Some investment!

Other spare-time activities which Dave somehow finds time for include flying, wine-making and actively helping with various charitable organisations.

If the opening paragraph is correct, then David should survive.

## CQ EFA!

NO, it's nothing to do with quality, but refers to the Elliott Amateur Radio Society, G3PBY. Certain people at Rochester feel that it is long overdue for a revival. If you understand the title, let us know. If you don't, you may want to find out. Contact Chris Carroll, PDS department, FCD on internal 466.

# More Yachting

**ROSS HAWKEY** retires on October 27 after 11½ years service with the company. He joined Elliott at Borehamwood in 1960 after serving in the RAF and then working for de Havilland.

He transferred to Rochester in 1961 as deputy to the late Jack Stewart in Central Quality Control and became well known in EFA for his liaison activities and for his assistance in quality matters generally.

It might be of interest to note that when he first came to Rochester, Ross pioneered the routine some people had to adopt of working in caravans. At that time he had a caravan behind the Towers.

Ross is a member of the Medway Yacht Club and plans to take a more active part in yachting after he retires.

Picture by Keith Woolmer.



## Athletics - next month

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

### October 23

Faversham road race for seniors at Faversham

### October 30

Veterans athletic club for seniors at Wimbledon. Invicta athletic club for seniors, youths and boys at Canterbury.

### November 6

Reigate athletic club relay 6 x 2½ miles at Reigate

A social evening is being organised for members and their guests for Wednesday, November 3. Further details from Len Murphy, internal 361.

## "Do you mean to say you can choose?"

Picture by Ron Bruce, AS&RD.



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Picture by courtesy of BAC

## Concorde Moves Ahead

It's been a busy month for Concorde, and a very encouraging one. French prototype 001 toured South America, flying 20,500 miles in 33 hours 4 minutes over Brazil, Argentina, Uruguay and the South Atlantic between September 4 and 18. It proved that it could operate in the airline environment and gave many more airline and government representatives a first taste of supersonic travel.

Once again, the Elliott autopilot came in for favourable mention. Concorde had to mix in with normal airline traffic and make an ILS instrument approach at Buenos Aires in 300 ft ceiling and ½ mile visibility, when the airport was on the point of closing. According to Aviation Week magazine, Concorde made a normal approach with its autopilot coupled to the landing guidance radio and "remained glued to the ILS beam throughout the approach."

The 001 prototype has now logged nearly 400 hr flying time, of which just over 106 hr were at supersonic speed.

On September 20, BAC rolled out

Concorde 01, the first of two pre-production aircraft, in which we understand our autopilot will be fully operational from the start. First flight is due next month.

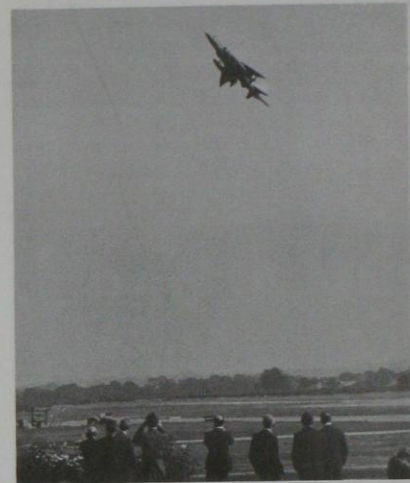
Next, we learned that Japan Airlines have increased their options from three to six and that the prospect of three Concorde sales to communist China appears now to be really quite substantial. These additions would increase Concorde options to 80.

Sales pressure remains high elsewhere and, as the technical success of Concorde is increasingly established, the key decision on the selling price is imminent. France is imaginatively backing Concorde, and with rather more self-assurance than Britain.

Monsieur Pompidou, the French president, recently stated publicly that he was "more and more confident in the future of Concorde". The London Times said, a little grudgingly that it was too late to cancel the project.

Additional recognition has come from the International Aeronautical Federation, which awarded BAC and Aerospatiale a group diploma in recognition of their successful co-operation since 1962. (Yes, it's been nine years in the making!). The American Society of Experimental Test Pilots awarded Andre Turcat and Brian Trubshaw, respectively chief French and British Concorde test pilots, their Iven C. Kincheloe award for the year's "most outstanding feats in test flying".

## Home Made Harrier



A SAD setback occurred to the two-seat Harrier VTOL sales demonstration aircraft on October 6 when it was damaged at the Hawker Siddeley Aviation airfield at Dunsfold. No one was seriously hurt, but the start of a long Far Eastern sales tour, scheduled to include an important appearance at the Nagoya aerospace show in Japan, had to be delayed.

The origin of this privately owned Harrier, painted red, white and blue and with the symbolic registration G-VTOL, is unusual.

HSA felt they needed a Harrier of their very own to help them in their overseas sales efforts. So they built one, and suppliers of material and equipment, including EFA, agreed to supply one set of their normal Harrier contribution free of charge. We gave an autostabiliser and fuel flowmeter.

Then, late last month, HSA invited all the contributors to come and see "their aeroplane". While EFA joint general manager Ron Howard and staff production executive Bill Didcote watched the flight demonstration, EFA News editor Mark Lambert took the accompanying pictures.

After flying the Harrier, already equipped with huge underwing tanks for its ferry flights, HSA demonstrated Harrier's pre-war ancestor, the Hawker Hart biplane. Nearby was one of the very last flyable Hurricanes.

HSA gave us all a hopeful account of the Harrier sales prospects in USA and elsewhere. Harriers now being flown by US Marines are doing extremely well. It was a pleasant and encouraging day and helped us to feel that we were backing a strong team.

We hope that the present set-back will soon be overcome.



**T**HIS is the second Westland Lynx, which made its first flight on September 28 at Yeovil, Somerset. Its first job will be to test fly its EFA autopilot. Some portions of the system have already flown in the first Lynx prototype, but in its most complete form the system will take a Lynx "hands-off" from almost 200 m.p.h. cruising speed to a stationary hover at the touch of a button.

Looking after the EFA equipment at Yeovil are seven FCD people led by Tony Richards, lately back from a stint in Dallas, Texas. Now seeing from Rochester the practical results of months of hard pre-flight development work is the FCD project team under Colin Pond.

Picture by Westland Helicopters.

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