



Rochester Avionic Archives Newsletter

From the Curator

Well we have finally moved the Collection and Archive but not quite where I had expected. We are now located on the airfield side of the Main Hanger overlooking the disused Phase III Building. We have a magnificent amount of space with a larger storage area and two large offices one of which we share with the Royal Aeronautical Society. The partnership between the RAA and the RAeS is long standing and of mutual benefit. Moving 1000 objects and all the pictures, negatives and so on was not easy but only a very few things were damaged. I would like to thank the team and the Company for their efforts to get us back straight again.

We still find some odd things around such as lots of boxes from the VC-10, AQS Sonar systems and the short-lived In-Flight Entertainment system. The greatest acquisition however was to find another TSR2 Head Up Display and Control Panel on eBay! So, the collection now has two out of the twenty made. Our website is always changing and shortly we hope to redesign the Home Page to lose the irritating scrolling Platform pictures. Most of our work at present has been on the Brochures which of course give a great source of information for website notes. Many thanks to the people who send in corrections and additions we really do need and appreciate these. The RAA has been active supporting various Company Award ceremonies with equipment and Newspapers and as a routine can support such things as legal matters with information from the archives.

Chris Bartlett



Some views of the new Museum

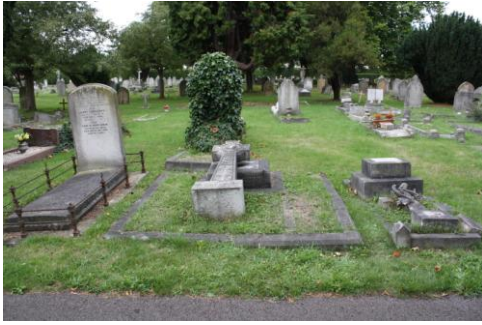


Curator: Chris Bartlett. Secretary Geoff Harvey. Asst Curator Ann Jackson
Tel: 01634 203321

e-mail: curator@rochesteravionicarchives.co.uk

Website: www.rochesteravionicarchives.co.uk

The Elliott Brothers



William Elliott), maker of scientific instruments, was born in 1780 or On 14 April 1795 he was bound apprentice for seven years to William Backwell, compass and drawing instrument maker, of Tash Street, Gray's Inn Lane. He was re-bound in May 1795 in the Coach and Coach Harness Makers' Company; in 1804 he became a freeman and bound his own first apprentice. This was probably the year when he commenced his own business.

From 1817 to 1827 his business was at 21 Great Newport Street, and from then until 1833 at 227 High Holborn. His home and business were at 268 High Holborn from 1835 to 1849 and at 56 Strand from 1850 until his death.



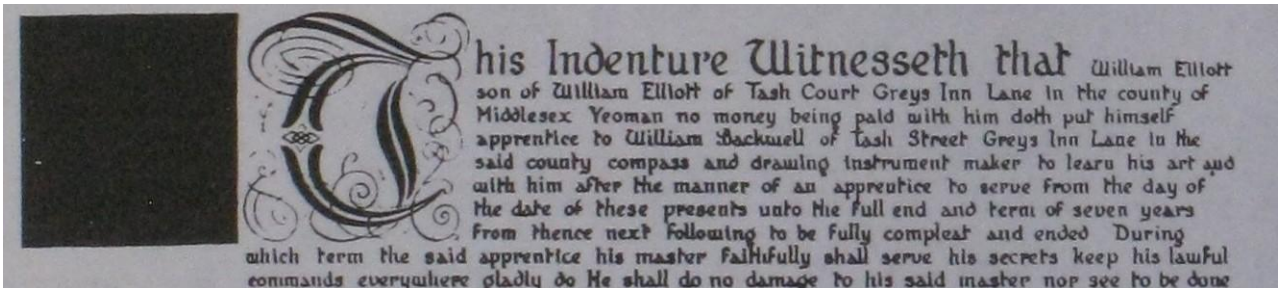
In 1804 Elliott married Elizabeth Thrale, or Thrah, at St Martin-in-the-Fields. Their son, William (*b.* 1804), studied at Queens' College, Cambridge, and entered the Church of England. From Elliott's second marriage, to Anne Berner, there was a daughter, Anne. His third wife was Emma Paget, the widow of a Captain Kelly. Their children were Frederick Henry (*b.* 1819), George Augustus (*b.* 1821), Charles Alfred (*b.* 1822), Eliza (*b.* 1829), and possibly others. Frederick and Charles were the Elliott Brothers of our Company

Last August we located the grave of Charles Alfred Elliott in Twickenham Cemetery. Charles Alfred Elliott was born in 1822 and was apprenticed to his father as mathematical instrument maker on 27 October 1837 for seven years and became a partner in 1850. He was married; his wife's name was probably Maria Sarvis; there was a daughter Gertrude. He retired before 1873 and died at Teddington, Middlesex on 9 October 1877. He was buried in Twickenham Cemetery on 12th October 1877 (Section A, Grave 314 Front Row which is easily found just to the East of the Chapel. The large cross had been taken down for safety reasons and it was easy to see why as there had been minimal mortar holding it in place.

His wife, Maria, died aged 62 on the 25th April 1880 and was buried in Charles' grave in Twickenham Cemetery on 5th May 1880. Their daughter Gertrude died on 24th October 1902 and is buried with her parents and the inscription on the Cross notes that she was the beloved wife of H.S. Sanders-Clark.



Frederick Henry Elliott was born in 1819. He was privately educated at Baldock and Edmonton, then obtained his master's degree at Christ's College, Cambridge in 1848. He practised as a surveying engineer before joining his father and brother in business in 1850. The company prospered, its success attributed to Frederick's business ability. In 1848 he married Susan Pearse, but we cannot find a record of any children. He died of a stroke in his office at 449 Strand, London on 18 January 1873. Despite knowing his address as Langley Lodge in Rushey Green Catford we have so far been unable to find his place of burial.



Part of the Apprenticeship Indenture of William Elliott.

From the Newspapers and Brochures

GEC AVIONICS

FLIGHT CONTROLS — A TOTAL CAPABILITY

GEC AVIONICS

HISTORY IN AUTOMATIC FLIGHT CONTROL 1948 — 1988

Combat Aircraft				Transport Aircraft — continued			
Programme Start Date	Aircraft	Equipment	Sets Supplied	Programme Start Date	Aircraft	Equipment	Sets Supplied
1951	Meteor	Yaw Autostabiliser	546	1964	Concorde	Duplicate Monitored Pitch Autopilot Flight Director with CAT II A Automatic Landing, Duplicate Monitored Autostabiliser, Integrated Digital Test and Maintenance System, Crosswind Landing System	30
1953	Victor	3 axis Autostabiliser	150	1967	C-5A	3 Axis Triple Digital Flight Control with Fibre Optic Interlane Data Transmissions, FBW Upper Surface Blown Flaps and Autostabiliser	201
1954	Lightning	Autopilot, Autorotative, 2 axis Autostabiliser	400	1973	Boeing YC14	Full flight regime Automatic Thrust System	3
1956	Mirage III	Autostabiliser	1	1978	Boeing 747	Full flight regime Automatic Thrust System	625
1957	Buccaneer	Autopilot, 3 axis Autostabiliser	290	1979	A300-600	Slat and Flap FBW Control System	50
1958	TSR2	Failure survival TF Autopilot and Autostabiliser, FBW Rudder	16	1984	A310	FBW Slat and Flaps	150
1960	P1127	3 axis Autostabiliser	320	1984	A320	FBW Slat and Flaps	45
1968	Harrier	Autostabilisation System	3	Drones and Remotely Piloted Vehicles			
1960	Bristol 221	Autostabilisation System	330	1948	Jindivik Mk 1	Remote Control Autopilot	296
1965	Phantom	Autopilot and Navigation Computer	184	1952	Jindivik Mk 2	Remote Control Autopilot	25
1968	Lynx	Duplex Autostabiliser and Autopilot	388	1964	Cableira U.M. 19	Remote Control Autopilot	256
1966	Fiat G95-4	Quadruplex Autostabilisation System	2	1960	Mesero U.M. 15-16	Remote Control Autopilot	80
1969	Hunter	Advanced Analogue and Digital Autopilot	820	1960	Jindivik Mk 102B	Remote Control Autopilot	150
1970	Tornado	3 axis FBW CSAS, Dual Digital TF Autopilot, SPILS, Autorotative, Quadruplex Hydraulic Actuation	500	1969	Jindivik Mk 103A-B	As above with Radio Altimeter Coupler Unit	4
1974	Sea Harrier	3 axis Autostabiliser and Autopilot	64	1970	Sea Vixen D Mk 2	Universal Autopilot Drone Pack Pilot	470
1978	Jaguar ACT	Full time, full authority quadruplex digital FBW Autopilot and 3 axis Autostabiliser	190	1970	Rushon	Height Control Computer	122
1980	AMX	Dual Monitored FBW FCS	102	1976	Jindivik Mk 4	Remote Control Autopilot	7
1982	EAP	Quadruplex digital FBW	3	1978	Falconet	Flight Control Computer, Ground Command Equipment, AHS Payload	2
1988	T-45A	Yaw Autostabiliser	3	1980	Machan	System Prime Contractor, Ground Command Equipment, AHS Payload	2
Transport Aircraft				Airships			
1957	VC10	Duplicate Monitored Autopilot and Autorotative System, Cat II A Automatic Landing System, Triple Yaw Damper and Integrated Hydraulic Controls	150 all variants	1984	SK500	Fly-By-Light Control System	3
1962	BAC 1-11	Self Monitored Autopilot, Cat III A Automatic Landing System, Autorotative and Standby Yaw Damper	409 all variants				

GEC Avionics Limited
 Combat Aircraft Controls Division
 Airport Works, Rochester,
 Kent ME 2XX, England
 Telephone: Medway (0634) 44400
 Telex: 963334 or 965450
 Facsimile: (0634) 818525

Associate Company:
GEC Avionics Inc.
 PO Box 81989,
 Atlanta, Georgia 30386, USA
 Telephone: (404) 448-1947
 Telex: 708447
 Facsimile: (404) 449-6128

GEC Avionics Limited is a subsidiary of the General Electric Company of England.
 This brochure is intended only to give a general impression of the products and services which are available and none of the descriptions contained herein shall form part of any contract.
 Printed by Scarbatts Printers, West Malling (0732) 870068 Brochure Ref No: 229 MF 0005 (08/88)

GEC AVIONICS

This Brochure shows the wide range of platforms that the Company had fitted with Flight Controls between 1948 to 1988

MARCONI AVIONICS

FARL
1977 — 1978
Annual Report

The RAA has most of the FARL Annual Reports. This one is from 1978. Is that Keith Mitchell but who is the lady?

A Poem about moving from the Marconi Avionics News. The little cartoon about the air-conditioning made me think of the Corsair Building too because now that it finally works the place is being mothballed!

Has anyone seen ADD?

The years keep swiftly fleeing
 — We have snow and mist and rain,
 Then comes the silly season
 — We're on the move again.

In ADD Production
 — It's a job to settle in,
 No sooner have we grown our roots
 — We pull them up ag'in.
 They used to call us DAD
 — Before they changed our name,
 Then we trekked across the airfield
 — Thus began the moving game.

Some of us still remember
 — In the dim and distant past,
 Being told, "Don't worry lads"
 — "This move will be the last"

It didn't work out quite that way
 — We don't suppose it will,
 We bet in 25 years' time
 — We'll be a-moving still.

We moved into the Towers Block
 — A shop floor bright and new,
 But like the snows that melt in spring,
 — Those days were numbered too.

Production grafted cheerily
 — Oh! what a happy band,
 "They" said "My word. Your output's great"
 — We really must expand."

So once more, man the trolleys
 — The barrows and the trucks,
 Load up your wire and soldering irons,
 — And your sticky pots of flux.

What joyous times we did enjoy
 — Us fellows and the wenches,
 No better pastime can there be
 — Than humping racks and benches.

Then came the move to end all moves
 — Excitement filled the air,
 We were honoured to be residents
 — Of the "Super New Corsair".

Alas! It's goodbye Corsair Building
 — We've all enjoyed our stay,
 We loved your smart surroundings
 — But we've got to move away.

Well they've started laying odds now
 — Though there's not favourite yet,
 Boreham Wood? or Naiesea?
 — No!... ATLANTA'S my best bet.

Anon

1983-1ss 51-Marconi Avionics News

THE STING
 The first mission of the team...
 GEC AVIONICS
We control the Future

These Posters featured science fiction vehicles and could be highly collectable.

Negative Archive



The Belfast PDU and the Binocular PDU from 1967.

Recent acquisitions



The TSR2 Pilot's Display Unit found on eBay



The FF Amplifier Test Set of 1957. Does anyone know what it tested?



The Yaw Rate Platform for the VC-10 found in Corsair Building

And finally! Two snippets from the papers



MEA News March 1978

LOST ISLAND

The birds of GEC Rochester deplore the destruction of the traffic island near the Phase III building. This has been an oasis in a desert of concrete and cars for the past few years, trees had been planted on it, and on sunny days in the summer (few it is true), between 12 p.m. and 1.30 p.m. featherless birds of every kind, Tower birds, Portacabin birds, Hangar birds, Phase III birds to name a few could be seen to alight and rest, for between half an hour to an hour during feeding time, surely this tiny haven could have been left for the enjoyment of many. Not destroyed or vandalised for the use of a few. Bird watchers have now been deprived of what little pleasure during a break from what has now become for many, unfortunately, a claustrophobic working day.

GEC Av News Aug 1987