



Rochester Avionic Archives Newsletter

From the Curator

We now have a dedicated team of five people who come into the RAA every Friday and I am very grateful for their support. In case you wonder, we are all volunteers and do not receive any payment for the work other than travel expenses. Each person has their own task; we are working to catalogue our archives of Brochures and Negatives and our library of Books. The Brochures are a huge job, especially as we want to scan them in, but then we can use some of the text in them to add notes to the website.

Having said that we come in every Friday we are actually changing next month to a Tuesday and it will seem very odd for a while especially as we may have to dress up (Friday is a dress down day at BAE Systems)!

The RAA has had contacts from a man in Australia researching the YF-16, a team in Wisconsin, U.S.A. restoring the last Fairey Gannet, XT752, and from the Museum restoring a Lancaster, FM104, in Canada. In each case we have been able to provide advice, data and even some parts. Of course it is always interesting when someone finds a bit of company history and we are currently researching the AGE Director shown below.

Recently we have refurbished one of the Company display cabinets with a theme on the VC-10, and although we do have quite a lot of items, it really cannot stay in service much longer and then hopefully we shall inherit some of the objects still held at Rochester for support of this wonderful aircraft.

Chris Bartlett



Links to the restoration activity

Fairey Gannet XT752 known as 'Janet'

She was built as the first dual control T2 Gannet "Prototype" in the world and first flew August 16th 1954. "Janet" was initially selected by the "A&AEE" at Boscombe Down but, later went back into full military service until 1957. Fairey's decided to recall "Janet" to totally rebuild her and use her once again as their prototype T5 dual control Gannet with new systems and more powerful Mamba engines. "Janet" then went back again for more active service with the military.

In 1960 Fairey's again recalled WN365 and she was sold to Indonesia. However the aircraft never left the UK and finally came to end its days with the Royal Navy Heritage Trust. The trust eventually sold the aircraft and it went to Minnesota and after many more adventures is now being restored to full flying capability.



<http://faireygannetxt752.com/>



<http://avrolancasterfm104.com/>

The Lancaster FM104 Restoration Project

The airframe is located in the Canadian Air & Space Museum in Toronto. Avro Lancaster Mk X FM 104 was built by the crown corporation Victory Aircraft Limited at Malton, Ontario (now part of Toronto) in 1944. In January of 1945 it was sent over to England but was kept as a reserve and was never active with any squadron before May when the war in Europe ended. After restoration, the plan was to put the Lancaster on permanent loan to the museum for indoor display. Sadly the Museum is due to be shut very soon and the future is bleak.

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Five Lone Rangers and a Tonto

The picture shows an anonymous Pools syndicate from AS&RD Drawing Office proudly displaying the cheque from their recent win.

The lads say that their record win of £9.60 will not affect their way of life, and the begging letters will continue to be sent out.

The lucky winners' book on how they squandered their win, titled "Spend, spend, spent", is currently being reviewed by various publishers. Negotiations have however been held up because of arguments over television and film rights.



Mav News Nov 1983



BAC One-Eleven G-ASYD, in which the Category 2 low-approach system was flight tested, is here making its final landing at Hurn before being divided into three portions and "stretched" as the One-Eleven 500 prototype. It had then made automatic landings with the 2100 Series autopilot.

Hands-off Landings for Three Airliners

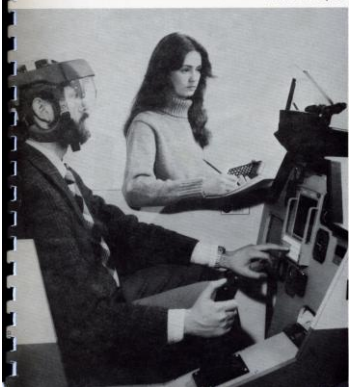
Elliott Systems Pass Development Landmarks

Automatic landings in passenger-carrying service were brought a big step nearer by completion of the flight test programmes in the Super VC10 and BAC One-Eleven, respectively in January and November. The Concorde system has also progressed on schedule with delivery of the first system to France.

EFA News March 1967

MARCONI AVIONICS

FARL 1977 - 1978 Annual Report



Thanks to Kevin Earl we now know that it is indeed Keith Mitchell and he believes the lady is Imelda Eagan and she later married Brian Wortley.

MODEL OF UNIQUE LOCAL COMPOSITE AIRCRAFT GOES ON DISPLAY

Memories of the long association between the Medway Towns and Shorts were revived recently when a model of the Short-Mayo composite aircraft was put on display in the Civic Centre, in Strood, close to the Medway River from where the two aircraft first flew after their construction at Short's Rochester factory.

The composite aircraft was an ingenious solution to the problem of introducing a long-range air mail service. It consisted of Mercury,

a four-engined seaplane, mounted on the Maia, an Empire-class flying boat, similar to the Sunderland recently in the Historic Dockyard.

After take-off, the fully-laden Mercury would separate and set off on its mail run, having used much less fuel than if it had to take off and climb without the Maia's assistance.

The aircraft first flew in mid-1937 with the first combined flight early in 1938. In July 1938 the Mercury

carried its first transatlantic mail after a composite take off from Foynes in Ireland; Mercury's flight time was some 20 hours.

Although a number of other flights were made, this service was interrupted by the War. Under the pressures of war, a number of long distance aircraft were developed and this expensive combination was no longer needed.

The model on display is owned by Mrs Sally Birkett, the daughter of Short's

former chief test pilot, John Lankaster-Parker. As a sign of appreciation for her family's and Short's long connection with the city, Mrs Birkett has loaned the model for permanent display. It has been restored by the Medway Aircraft Preservation Society and is displayed in a case presented by GEC Avionics as a token of appreciation for the long-standing support given by the people of the Medway Towns to the British aircraft industry.



From GEC Avionics News August 1989

ELLIOTT AUTOMATION

PROVIDES AUTOPILOTS FOR SUPERSONIC AIRCRAFT



Much of Elliott's pre-eminence in supplying completely integrated flight control systems for supersonic aircraft, stems from the fact that only Elliotts are in production with proved and tested airborne digital computers. As speeds increase to figures almost undreamed of a few years ago, it becomes apparent that human reaction can no longer reach the necessary values of control correction—and "automation in the sky" assumes ever greater importance. The immense grouped resources of Elliott-Automation ensure continued leadership in all aspects of flight control in the years ahead.



ELLIOTT MILITARY AIRCRAFT CONTROLS DIVISION

ELLIOTT BROTHERS (LONDON) LTD

REPUT 8885 - REGD 1151 - 4351 (Dial 1440) MEMBER OF THE ELLIOTT GROUP (INCORPORATED IN GREAT BRITAIN)

An advertisement from 1962 concurrent with Farnborough

Negative Archive



The Towers under construction in 1960



The Phase III Building under construction around 1980

From the Collection



This an AGE Dummy Director made by Elliotts in 1950. The item belongs to a collector so we are trying to help establish the function of this item for him



The Dial Sight

Dial Sight No 9 Mk1 (RAA Cat. No. ODGS0025)

The Collection has a number of Anti-Aircraft Gun Sights but we do not know why, or how, the Company acquired them. One of them is described here. Indirect fire requires a sighting system to aim the gun at a target that is invisible from it. Indirect fire was created by the invention of sights that did not have to be layed (pointed) directly at the target. These sights accurately point the gun in the direction (line) of its target and with the correct angle of elevation for the shell to reach the target.

The need to set the elevation to achieve the required range had been known from the early days of cannons and simple mechanisms were developed to enable it. However, pointing the guns so that they could easily attack unseen targets was a more difficult problem. Originally open sights were used with an open rear and foresight mounted on a bar that rotated against an angular scale. By the early 20th Century the open sight device was replaced by an optical device, called a 'dial sight' by the British.

The angle ordered was set on the dial sight's main scale and the gun was traversed until the sight was aimed at the director (or aiming point), this meant that the gun was layed (pointing) along its zero line. Using the sight's main scale, and without moving the gun, it then recorded the angles to at least two gun aiming points (GAP). One was selected for current shooting, the dial sight layed on it and the slipping scale (sometimes called the 'shooting scale') was adjusted until it read Zero and then clamped to lock it to the main scale. Firing data, switches from the zero line, were applied using the slipping scale.

In 1943 a new sight, No 9, was introduced and lasted with modification into the 1990s. Dial Sights had a periscopic configuration with a rotating head, when the scale was set to zero the sight head was aligned with the axis of the barrel. The Number 9 Dial sight was used on many field guns, including the 25Pdr, 4.5" gun and 5.5" gun.

The dial sight was mounted in a dial sight carrier that was fixed to the saddle on the left hand side of the gun. Obviously it was important to ensure that the sights were accurately aligned with the bore of the barrel.

This is probably a WWII version and is missing the rubber cap around the eyepiece and the storage case. At present the manufacturer R & JB is not known.

One of our latest acquisitions

This is a Roll Rate Gyro used on the Jaguar aircraft. The Unit was recently donated to the RAA having previously served as a Book end!



MAv News Dec 1980



www.rochesteravionicarchives.co.uk

Some people who made the News

Mike Busbridge with Sandy (née Self), and behind them Kath Pole, Paul Cooper, Colin and Diane Bennett, Mary and Robbie Smith, and Len and Joy Clark.



December 1992



Mrs S. Haskett presents the Haskett Trophy to Mr E. Oetzmann in 1981

CHARLES BERRY TROPHY AWARD

A couple of months ago we referred to the inauguration of an award for Quality Assurance Apprentice of the year. At a QA Managers' meeting on 28th October a small ceremony was held when the shield was formally presented to David Caney, together with a framed scroll. Mr W. Alexander introduced Charles Berry who was the USAF Quality Assurance representative for about 13 years until he retired. Mr Berry expressed his pleasure at being invited to give the award to its first recipient, and recalled his long involvement in company programmes from the CSA Galaxy project onwards. The company's encouragement to apprentices to enter QA was much appreciated. In reply David Caney thanked Mr. Berry whom he had known for about 2 years and the ADD managers and software engineers with whom he is now working. To end the ceremony John France presented Mrs Berry with a bouquet.



David Caney (left) with Charles Berry and the award (A).

Marconi Avionics News Dec 1983

Prompted by the picture of Staff Ellis in top hat at Buckingham Palace, someone was reminded that Staff is still going up in the world — or maybe coming down to earth and back at work! Here he is, kneeling on the tailplane of the Royal Aircraft Establishment's BAC 1-11 some 25 feet above the ground, discussing the control runs for a Fly-by-light system for the 1-11. With him are Peter Keay (Consultant, GAv) and Gordon Engle of RAE.



c.1983

Odds and ends

How not to write poetry!

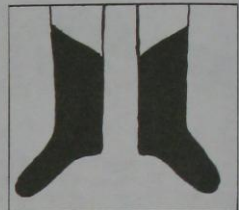
I wrote this poem for MEA News, To fill up a space, They weren't going to use.

Though it may not scan, It's better than nowt, It doesn't always rhyme, But it's what I wrote.

Now all good things Must come to an end, So one more verse, Is all I intend.

The moral of this poem is The author would not get Considered for a job As poet laureat.

Contributed by John Pierson, MASD



Defeat of Napoleon

WHAT NEXT!

If King Richard had given his name to the potato instead of King Edward, you would have known what a dick-tater was.

Did you know...

When certain insects, which have become immune to a particular insecticide, are attacked by an effective improvement of the insecticide, they become categorized as non-inexterminable!



At long last we have a sufficient quantity for each of you to have your own, guard it with your life. These Tuits have been extremely hard to come by especially the round ones. This is a really indispensable item. It will help you to become a much more efficient worker. For years we have heard people say, "I'll do that as soon as I get a round Tuit". Now that you have a round Tuit of your very own, many things that have needed to be accomplished will be done.

Mind Teaser....

An Engineer and a T.A. were walking along the Mezzanine Floor when they noticed three people approaching them.

"How old are those three?" asked the T.A. "The product of their ages is 2450, and the sum of their ages is twice your (the T.A.) age", replied the Engineer.

The T.A. thought for a moment, and then said "I can't quite work it out".

"Ah yes, I see your difficulty", replied the Engineer, "I will tell you that I am the oldest person present".

The T.A. was then able to deduce the ages of the three people.

The question you have to solve is: How old was the Engineer? Solution in next issue.

J. Parker

MEA News 1978. See next issue!