

HANOVER SHOW . . .

Delaney Gallay Ltd This company has chosen to exhibit four of its range of aeronautical products, an integral fuel/hydraulic oil cooler, a ram-air/compressed-air cooler, a ram-air/oil cooler and a Liebherr unit for the Fiat G.91.

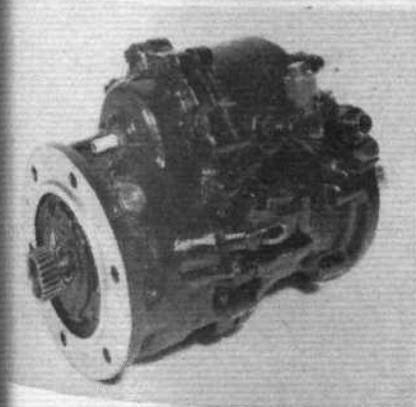
Dowty Rotol Ltd The main landing gear for the Vulcan bomber and a large four-bladed propeller are the major examples from the range of aviation equipment made by the Dowty companies which will be exhibited. Also on display will be a sectioned fuel system for the BS Pegasus vectored-thrust engine, a reheat fuel control unit—incorporating a vapour-core pump—used on the RB.153 engine, and the sectioned hub of a Viscount wheel.

Dunlop Rubber Co Ltd The Aviation Division of Dunlop is showing a wide range of products, from prototype Concorde components to Transall C.160 units and other current products used by British aircraft. The Concorde tyre to be seen on the stand has a flat, cord-reinforced tread suitable for runway speeds of up to 250 m.p.h.; examples are undergoing tests at Toulouse. Dunlop engine controls for the Olympus 593D, which were designed and developed with SNECMA will also be displayed.

Equipment made for the Franco-German Transall C.160 is appropriate for inclusion in this international display. Dunlop makes the electro-thermal de-icing equipment for the mainplane, tail and fin; a device is incorporated to prevent overheating and, should the temperature rise above 110°C, the system is isolated. Completing the Transall exhibits will be a main tyre, wheel and brake assembly.

An HS.125 tyre, wheel and brake assembly and the wheel and brake of a Super VC10 will also be shown, together with a selection of aircraft brake components, notably the Maxaret anti-skid units and the Maxaret Mark X electronic anti-skid system. Miscellaneous hydraulic brake system controls will also be seen. Other exhibits will include various

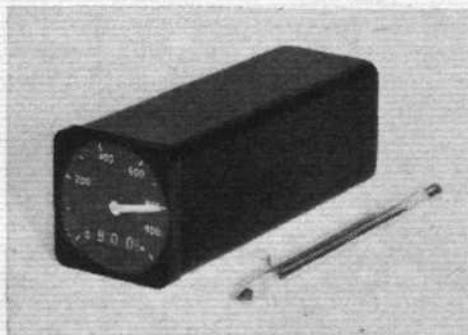
Exhibited for the first time at Hanover will be the English Electric AE9500 close-coupled constant speed drive



flexible pipes—which can withstand temperatures from -150°C to +550°C and carry corrosive fluids or gases—and stall identification systems components for the BAC One-Eleven.

Electro-Hydraulics Ltd A wide range of systems and control units is to be shown by this Warrington firm. Civil-aircraft components will be a VC10 three-way electrically operated flap control valve, a 707 pressure switch, Sundstrand drive, Trident de-icing and air conditioning circuit solenoid, Herald hydraulic system solenoid selector, Belfast hydraulic system labyrinth restrictor, Skyvan hydraulic power pack, Hansa brake control valve and a Vanguard brake master cylinder. Various types of hydraulic system valves and a solenoid selector for a Buccaneer will also be on display.

Elliott Flight Automation Ltd A product-information service on the range of current products and developments currently in hand at Elliott Flight Automation establishments will be provided on the MoA/SBAC stand. In addition, a working demonstration of a head-up display system, of which Elliott claims to be the sole source of quantity supply in the world, will be exhibited on Stand 62 by Eichweber Technische Sondergerate.



One of the four types of Elliott Automation primary engine instruments that have been ordered for the BAC/Sud Concorde

All Buccaneer carrier-borne strike aircraft and Belfast heavy transport aircraft have the Elliott head-up equipment fitted as standard, and it has been ordered by the Royal Swedish Air Force for the Saab AJ37 Viggen.

The Ministry of Aviation is exhibiting an Elliott take-off and overshoot director similar to the two units now being flown at the RAE Bedford in a Vulcan bomber. A version now under development will incorporate failure-surviving systems and will provide directional guidance as well as guidance for the optimum control of pitch attitude. The Ministry is also showing a range of Elliott failure-surviving auto-stabilisation VTOL aircraft equipment incorporating the techniques proved in the Fiat G.95/4 VTOL hover rig, which has an Elliott-monitored quadruplex system.

Automatic landing failure-surviving controls will be represented by a VC10 pilot's controller and a large photograph taken during the approach to an automatic touchdown in snow and mist by a VC10 at the RAE Bedford.



Elliott head-up displays have been ordered in quantity for the Royal Swedish Air Force's Saab Viggens; they are already in service in the HS Buccaneer and Short Belfast

EMI Electronics Ltd will be showing an airborne reconnaissance system (developed jointly with the Royal Radar Establishment), which has been designed for the Phantom and which is stated to be easily adapted for other types. It essentially comprises a sideways looking reconnaissance radar capable of making a radar map of the ground at both high and low levels, line scan equipment to produce accurate low-level photo-type pictures, and photographic reconnaissance cameras for high, low and oblique photography by day or night. The exhibit, on the joint MoA/SBAC stand, will also show actual records taken by the equipments.

English Electric Co Ltd A new aircraft generator/constant-speed drive combination, claimed to provide an exceptionally lightweight compact installation for military and civil aircraft, will be introduced by English Electric's Aircraft Equipment Division. The generator is stated to have a constant output of 12kVA at 200V and 400 c.p.s.; the complete drive and generator unit weighs 25.4kg. The generator (type AE2069) is an 8,000 r.p.m. oil-cooled brushless machine with a permissible overload of 24kVA for 5sec. The close-coupled constant-speed drive (Type AE9500) has an input range of 3,800 to 8,000 r.p.m.

Also on display will be a Type AE2074 generator and a Type 30AGD constant speed drive.

Fairey Hydraulics Ltd The centre-piece of Fairey's exhibits will be a new range of hydraulic filters—the 566 range—for testing hydraulic components with even cleaner fluid than that which will be used in service. The same filters are