

# The Challenge is Unique...

## ...for aerospace professionals



A new Advanced Projects Division of AI has been formed to design, build and test the largest Airborne Early Warning (AEW) vehicle ever conceived for the US Navy.

AI teamed with Westinghouse Corporation, after overcoming stiff US competition, were awarded, largely on technological superiority considerations, the NASP contract in June 1987 for an integrated AEW system based on their Sentinel 5000 airship design. The USAF is also expressing a firm interest in the concept.

AI's success in winning a project of this magnitude necessitates an expansion of its' operation at Chiswick, London for talented individuals in the following job areas. The advanced technology and interfacing nature of the work will enable you to expand your skills and realise your full potential.

### Stability and Control Engineer

You will estimate the stability and control characteristics of the airship in manual and autopilot/autostabiliser modes of flight using a "Fly By Light" control system. You will work closely with Fly By Light and Autostabiliser/Autopilot system designers.

Graduate or HNC qualifications with a minimum of 3 years experience of setting up and solving aircraft equations of motion with the ability to apply this to a lighter than air vehicle is required.

### Structural Project Design Engineers

They will scheme, analyse and design airship structures and associated assembly and test jigs and fixtures. Also plan and supervise evaluation testing followed by analysis and reporting of results. Good knowledge of CAA requirements is essential and familiarity with US Mil Specs an advantage.

Graduate or HNC qualifications with a minimum of 5 years structural design and test experience required, including composite materials.

### Systems Engineers

They will project scheme, analyse and design, in conjunction with equipment suppliers and sub-contractors, in accordance with the NASP contract requirements, the following systems/installations.

- A. Fluid—  
Fuel (JP5), Water and Sanitation.
- B. Pneumatic/Hydraulic—  
Emphasis on pneumatic control/actuation systems.
- C. Environmental Control—  
Human and equipment locations.
- D. Power Plant Installation—
  - i) Diesel—Cruise Engine
  - ii) Turbo Prop—Sprint Engine.

Graduate or HNC qualifications with a minimum of 5 years system design experience, preferably including time in a supervisory capacity, is desired. Good team attitude and organisational abilities are required.

### Training Officer

You will identify, plan and implement a complete training programme for the USN ODM version of the Sentinel 5000 Airship for U.S.N., W.A.I. and AI personnel, in accordance with contract requirements.

Candidates should have served a recognised aeronautical apprenticeship, had at least 10 years experience of the maintenance and operation of aircraft and spent several years instructing on the operation and maintenance of aircraft structures and systems, preferably including a Chief Instructor position. Experience of military maritime aircraft operation including safety systems and equipment principles and usage an advantage.

All the above positions are excellent career progression opportunities carrying a highly competitive salary and benefits package. If you have the qualifications and experience appropriate to one of the jobs and want a technical/management challenge, with an opportunity to travel, why not take the first step to getting in at the beginning of this exciting Anglo American Project by writing, in complete confidence, enclosing a full c.v. to:



Alec M. Cundick,  
Principal Consultant,  
Link Aerospace Search & Selection,  
Centre Gate, Colston Avenue,  
Bristol BS1 4TR  
or telephone 0272—294736

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# **THE GRADUATES AND STUDENTS SECTION**

## **ONE DAY SYMPOSIUM**

### **27th JANUARY 1988**

# **AN INTRODUCTION TO THE CIVIL AIRCRAFT INDUSTRY BASED ON THE ATP EXPERIENCE**

The one-day symposium is intended to give an insight into the business of manufacturing aircraft. This year the civil aircraft industry has been chosen, and the BAe ATP as the subject.

The symposium audience will consist of undergraduate students reading Degrees in Aeronautical Engineering (many will be in their final year of study, the symposium being part of the group aircraft design project) and young graduate engineers.

The aim of the symposium will be to broaden the audience's knowledge of how an aircraft project as a whole is assembled, from conception to operation, illustrating and expanding major milestones.

The structure of the symposium will consist of nine short (½ hour) lectures which can be accompanied by visual aids using the facilities of The Royal Aeronautical Society.

The lectures are under the following titles:

- STUDY OF MARKET REQUIREMENTS
- PROJECT DEFINITION AND IMPLEMENTATION
- POWERPLANT APPLICATION
- CONTRACTUAL ASPECTS
- APPROVAL FOR AIRLINE OPERATION
- AIRCRAFT MANUFACTURE
- AIRCRAFT OPERATION AND MAINTENANCE
- PROJECT POTENTIAL/DEVELOPMENT
- SALES AND MARKETING

The symposium will carry a small fee, and for information on the symposium (timed to commence at 9.00am with registration and coffee), the fee structure, and times for breaks and lunch, please contact:

Mrs Mary Stuart,  
The Royal Aeronautical Society  
4 Hamilton Place  
London W1V 0BQ

# **International Conference PRACTICAL ASPECTS AND OPERATIONAL APPLICATIONS OF AEROSPACE TECHNOLOGY**

**at**

## **The Royal Aeronautical Society**

The Royal Aeronautical Society is planning to organise an international conference on a biennial basis to follow on after the Farnborough International Exhibition and Flying Display. The objective is to provide an international forum where the more practical aspects and operational applications of aerospace technology can be discussed and debated both in the formal context of the meeting rooms and in the informal opportunities offered over the period of three days.


The following areas will be covered:

1. Avionics and Flight Control Systems for Aircraft, Missiles, Spacecraft and RPV's.
2. Powerplant and Utility Management Systems.
3. Maintenance and Health Monitoring Systems for Aerospace Vehicles.

The detail structure of the conference will be decided after the receipt of offers of papers but it is planned to have two parallel sessions for five half-day periods giving a total of about sixty papers. In addition to the papers selected from the replies to this call for papers, selected invited papers will be sought to give an overall balanced programme for the conference.

Intending contributors are invited to submit abstracts of approximately three hundred words, typed in double line spacing on A4 paper. Selection will be made on the basis of these abstracts.

Submission of abstracts	11th January 1988
Notification of acceptance	1st February 1988
Programme details issued	1st April 1988
Submission of camera-ready copy	1st April 1988
Conference	12-14th September 1988



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