

# MARCONI AVIONICS NEWS

Vol. 12 November 1978  
House Journal of Marconi Avionics Limited

## OUR MOTTO FOR THE MONTH

"By the time you are 80 years old, you have learned everything, — you only have to remember it".



*This is the last edition of 1978*

*We take this opportunity of wishing everyone a very happy Christmastide, and may the goodwill and spirit of Christmas continue into the New Year*

*We shall be back in January 1979*

## RIGHT ROYAL INTEREST

Their Royal Highnesses Charles, Prince of Wales and his brother, Prince Andrew, visited the Marconi Avionics exhibit during the Farnborough Air Show.

Our photograph shows Prince Charles in earnest conversation with Patrick Keast, Systems Design Manager in Maritime Aircraft Systems Division, Rochester. Pat was on duty on a raised part of the stand, built to present the new light-weight acoustic processing and display system (LAPADS), which has been chosen for Royal Navy Sea King helicopters and for the new WG34 anti-submarine helicopter announced by Westland Helicopters Limited at the Farnborough Show.

Despite appearances, it was not a case of talking down to Royalty!



## National Business Game 1978/79

A unique exercise was carried out in 1977/78 by the General Electric Company Limited, when more than 200 teams of five people from its member companies throughout the United Kingdom played a business game especially designed to help them understand the management skills needed for the successful running of a manufacturing business.

The game, called NBG (for National Business Game, of course) was designed by The College of Management at Dunchurch, near Rugby, to focus attention on those decisions which must be made by Directors, Sales Managers, Factory Managers, Production Managers and Buyers, and by their financial colleagues, if companies are to survive and prosper in the present economic climate.

The game is played by post, and is spread over many months. After the success of the original game, it has been decided to run another one in 1978/79, and this one will get under way during November.

Marconi Avionics have entered 3 Teams — 'A' 'B' 'C'.

'A' Team is from IN Division and its members are drawn from Offices, Shop Floor and Engineering.

'B' Team is from MAS Division and made up of personnel from Engineering and QA Sections.

'C' Team is known as a Company team, its members coming from FCD/ADD/MASD.

The NBG began on 3 November, when a detailed brief was issued for Phase I, and by 29 November, the teams will have got down to work and made their first decision.

Following on, by 13 December, the teams will have received the results of the first decision, by 3 January 1979 the second decision is made, by 17 January 1979, the results of the second decision are received. Then follows a supplementary brief for Phase II. By 31 January 1979, the 3rd decision will have been made and posted.

Progress reports on the Marconi Avionics teams will be published from time to time, but for obvious reasons the actual participants will not be announced.

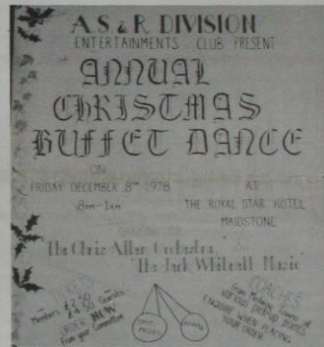
## Desiderata

GO PLACIDLY AMID THE NOISE AND HASTE AND REMEMBER WHAT PEACE THERE MAY BE IN SILENCE. AS FAR AS POSSIBLE WITHOUT SURRENDER be on good terms with all persons. Speak your truth quietly and clearly, and listen to others, even the dull and ignorant; they too have their story; avoid loud and aggressive persons; they are vexations to the Spirit. If you compare yourself to others you may become vain and bitter, for always there will be greater and lesser people than yourself.

Enjoy your achievements as well as your plans, keep interested in your own career, however humble; it is real possession in the changing fortunes of time. Exercise caution in your business affairs; for the world is full of trickery. But let this not blind you to what virtue there is; many persons strive for high ideals, and everywhere life is full of heroism. Be yourself especially, do not feign affection, neither be cynical about love, for in the face of all aridity and disenchantment it is perennial as the grass. Take kindly the council of the years gracefully surrendering the things of youth. Nurture strength of spirit to shield you in sudden misfortune. But do not distress yourself with imaginings, many fears are borne of fatigue and loneliness. Beyond a wholesome discipline, be gentle with yourself. You are a child of the Universe, no less than the trees and stars. You have a right to be here. And whether or not it is clear to you, no doubt the Universe is unfolding as it should, therefore be at peace with God. Whatever you conceive HIM to be and whatever your labor and aspirations in the noisy confusion of life, keep peace with your soul. With all its sham, drudgery, and broken dreams, it is still a beautiful world. Be careful and strive to be happy.

Contributed by H. R. Jones

Found in old St. Pauls Church, Baltimore, dated 1692



## CARTOON COMPETITION

This cartoon, specially drawn for MAv News, was un-captioned.

We invite readers to send in their suggestions for a suitable caption for the cartoon, in not more than 25 words.

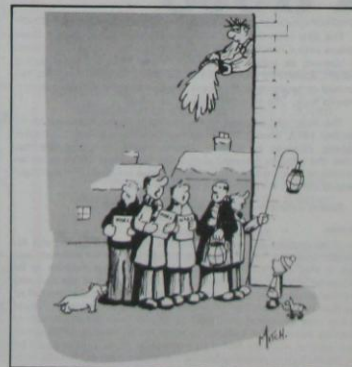
Entries please to:

Editor MAv News  
Mezzanine Floor, Tower 1

marked 'CARTOON' to arrive not later than 5 January 1979.

A prize of £5 offered for sender of most apt caption, as selected by the Judges.

Editor's decision is final, and no correspondence can be entered into.



# DOWN MEMORY LANE

In the dark days of war, those who were in 'reserved occupation' were usually working 12 hours per day, seven days per week at the beginning. In addition, most had duties to perform in ARP (Air Raid Precautions) and after 1940 in the LDV (Local Defence Volunteers) later the Home Guard, and Fire Watching. To get the most out of one's 'free' time, it was essential to be really organized.

One way was to apply Time and Motion Study principles to the travelling arrangements. The writer travelled by train to a station halt within the works, but only specific trains stopped there. The service from town of residence to town of work was very good, with trains leaving about every 1/4 hour or so from 5am until 8.30am. The distance from house to station was 1 1/2 miles, and this was carefully timed, with running, jogging and walking, in set phases. This gave the maximum time at home, and the minimum time in traversing the streets. The 'Black out' was in use, and we had 'Double Summer Time'. We got into set habits of travel, and knew how our respective friends and acquaintances fared too.

One morning rising as usual, completing the preparations, ablutions, shaving and preparing breakfast, and partaking thereof, was ready to get on the road. The night had seen a heavy frost, and hoar frost was everywhere. The night however had been quiet - no air-raid warnings - and so we set out. Running, jogging, walking, as per the usual routine, when hearing footsteps behind, found that a friend was running hard to catch up. On doing so he said "Seeing you in front, I realized how late I am, - I shall have to catch your train this morning."

We arrived at the station and as my friend had a season ticket he went through the barrier on to the platform, whilst I proceeded to the booking office to obtain my ticket. It may be explained here that, using the Company's halt station we had a special cheap fare rate, but tickets were only issued on a day-to-day basis.

On presenting myself at the window, showing my 'pass' and asking for my ticket, the clerk assumed a facetious attitude, and passing over the ticket said "Who woke you up this morning." Not realizing the meaning of the question, I gave some reply, and passed on to the platform, calling at the bookstall to get the daily paper, and the assistant, handing the paper and the necessary change, also made some facetious (or so I thought) remark.

The train stood at the platform, but it was necessary to

go across a footbridge to get there, and on reaching the centre of the bridge, I was horrified to hear whistles blowing and seeing the red tail light of the train start to recede from me. Drastic action was needed - I could not miss the train - so I started to run down the stairs and alongside the train, which was beginning to gain speed. Being used to boarding trains on the move, this was no real problem, until I realized we were at the end of the standard platform, and almost on to the extension, which was of the wooden plank variety. It was now or never, and grabbing the handle of the door, realized too late it was not a compartment door opening outwards, but a luggage van which opened inwards. This caused me to be pulled towards the moving train and then it happened; losing balance I found myself slipping between the train and planks of the platform. Dragged by the momentum of the train I had a terrifying thought I would be run over by the train; but it appears I was between the bogies and I went down and onto the track, and held my breath as I lay there, and then the train had gone. I got up, shaking with fright and shock, and realized my briefcase, morning paper, ticket change and hat were not to be seen. I made my way onto the platform and as I did so a piercing scream rent the air! A lady waiting to board a train had witnessed when she saw me jump on to the platform, so white that she assumed I was a ghost!

Reporting to the porters' room to say I had lost my ticket, briefcase, and some cash, as well as my hat, the porter on duty rang the station ahead - a distance of three miles - and said "some silly so-and-so has just tried to commit suicide, see if there is any debris on the running board" After a moment or two, he turned to me, putting the 'phone on its hook, and said "Well you are a lucky ----, all your bits are safe and you can collect from them.

The ghost that never was, the man who fell under a train and lived to tell the tale. What saved me that morning? I feel that as I was wearing a very close fitting Melton overcoat, that contributed to my sliding between the track rails and so saving my life, or at least loss of limbs.

The sting in the tail? It was not my train, mine came in on time half an hour later.

Someone once said "The best laid schemes O' mice and men Gang aft aglee!"

## CHRISTIAN COMMENT

by Rev. David W. Turner, Minister of Spensborough Group, United Reform Church

The two men were quite prominent in business. After lunch they were discussing things. "What this Country needs," they said, "is a new religion. It will provide a new backbone and give people something to work for."

So then and there they set about devising one. "First we must decide on a God who demands respect," they said. "He will punish wrong doers and slackers, but those who are loyal can be sure of His support to help them succeed."

"Next we must have leaders among the people to demand obedience from them. People need a human figure-head with a stern discipline if they're going to give of their best."

So it went on, and in what seemed to be next to no time, they had drafted a creed and commandments, just what they wanted.

"Wait a minute," said one, "We believe in free choice;

we ought to provide an alternative religion." "That's easy," said the other. "Let's make it the opposite of what we've just prepared; a God who gets Himself killed, whose supporters desert Him, and who later look forward to suffering for His sake."

"Ridiculous!" they both said, and laughed so much that a third man came along to see what the fun was about. They told him their second idea, but oddly enough he did not laugh.

"That's nothing new you've invented," he said. "For nearly two thousand years now there have been people ready to give their whole lives because they believed in a God who was killed and who told them to love their enemies. Their leaders called themselves 'servants of the servants of God' and some of them were killed by being torn apart by wild animals, or set on fire to provide gruesome torches. Others were not so obvious; they spent years patiently looking after awkward folk that nobody else would touch. Even today that goes on, and in some countries they may be imprisoned or tortured. It's always been thought ridiculous by the clever folk, and scandalous by those who insist on wiping out evil-doers, but still it goes on."

The other two men had become silent. They had remembered some words they had learned years before, and when they got home that evening there seemed to be something different about them.

As Christmastide approaches, "think on these things."

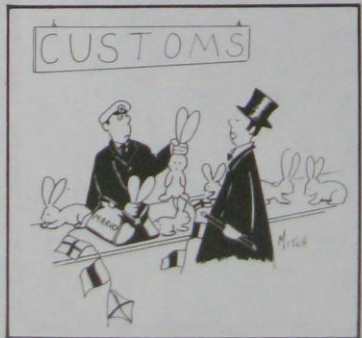
airship could come to no harm as the missiles could be hurled from a vast height."

- FRANCESCO LANA, on the Aerial Ship, 1670.

"She is as safe as a house - except for the millionth chance."

- LORD THOMPSON OF CARDINGTON, on the Airship R101, 1930.

The R101 Airship left Cardington, Bedfordshire, at 7.00 pm on 4 October, 1930, and disaster struck at 1.40 am 5 October at Beauvais, France.



## Historical Facts

The 31st fatal accident was on 3 October 1913, when a Short Biplane with a 70hp Gnome engine crashed, after George C. Charlton, of Upavon, an inexperienced pilot, when making a steep gliding descent, apparently slipped out of his seat - no belt then - and fell forward on to the control column, thus causing the machine to bump onto its back. The pilot fell out and was killed.

The 34th fatal accident in the history of flight, happened on 13 October 1913, when E.W. Cheeseman crashed in a Paterson Pusher Biplane, powered by a 50hp Gnome engine. It is probable that either the pilot or his pupil stalled the machine at 100ft above an aerodrome which was situated 4000ft above sea-level. The passenger escaped unhurt, the pilot dying two days later.

Source - History of British Aviation 1908-1914.

### Quotes

"I do not see any other difficulties that prevail against this invention save one, which seems to me the greatest of them all, and that is that God would never surely allow such a machine to be successful since it would create many disturbances in the civil and political governments of mankind. Where is the man that can fail to see that no city would be proof against surprise when the ship could at any time be steered over squares, or even over the courtyards of dwelling houses, and brought to earth for the landing of its crew? Iron weights could be hurled to wreck ships at sea, or they could be set on fire by fire-balls and bombs; nor ships alone, but houses, fortresses and cities could thus be destroyed with the certainty that the

### ANNIVERSARY



Following last month's report on Mr. and Mrs. J. Higgins ruby wedding anniversary, the photograph shows Mrs. May Higgins (R) receiving a cake for the occasion made and presented by Edna Thompson. (C)

### BIRTHDAY

We offer our congratulations and best wishes to Linda Sullivan (Secretary to the Chief Engineer, FCD) on attaining her 21st Birthday on Monday, 30 October 1978.

### BIRTHS

To Dave and Christine Jarvis, a son, born at Canada House, Gillingham, on 18 October 1978, at a weight of 8 1/2 lbs. David works in IN Planning Division while Christine was in ATE.

Congratulations to R.H. Walker on the birth of his granddaughter, Sarah Elizabeth.

### INTEREST IN MICRO-COMPUTERS

There is a growing interest in the use of micro-computers, but to what extent among the employees of the Company is not known, and MAV News has been asked to co-operate in finding out.

Anyone interested in the Personal Application of Micro-Computers, with a view to forming a 'Club' of enthusiasts, is asked to get in touch with

Mr. Aylward  
Development Engineer  
New Road  
Phone Medway 44433 Ext. 37

### ST. WILLIAM'S HOSPITAL

We have learned that St. William's Hospital, in St. William's Way, Rochester, is in urgent need of ELECTRIC RAZORS, for use by patients. MAV News would like to open a fund to provide razors for the Hospital. If every copy reader donated 5p this would bring in over £200. This would be a worthwhile appreciation of the 'Spirit of Christmas'.

Donations please to the Editor - MAV News  
Production Team Office  
Mezzanine Floor  
Tower 1

All donations will be acknowledged.

### CASTAWAY

George Gascoigne, a Production Engineer within Gyro Division, has been selected to be this month's Castaway. George, a former Shorts employee (who went to Belfast for a spell), has served the Company in various capacities. Previously in TAC, he joined FUSE Division as Operations Manager, until the break up of the Division when he joined Gyro.

Here is his choice of records:

CHANSON DU MATIN - ELGAR.  
BARCAROLLE from ORPHEUS IN THE UNDER-WORLD - OFFENBACH.

Both these records bring back memories of War-time Britain for me. They were always played during the interval of Shorts Amateur Dramatic Society performances. I was a member of that Society.

THE MARCH OF THE SLAVES - VERDI

"A lifetime favourite."

INTERMEZZO - CAVALERIA RUSTICANA - MASAGNI

"Another lifetime favourite."

THE OLD RUGGED CROSS - SONG BY CONNIE FRANCIS

"I could join in with this, and help to satisfy my spiritual needs."

BELLS ACROSS THE MEADOW - KETELBY

"To bring back memories of Kent on a summer Sunday evening."

Books "I would prefer:-"

THE NAUTICAL ALMANACK

"On the dark tropical nights I could study the stars in their courses. It would also be useful if I ever decided to build a boat and escape."

THE ORIGIN OF THE SPECIES

"To exercise my mind."

THE WORKS OF GUY DE MAUPASSANT

"For light reading and a good laugh."

In his younger days, George was a keen cyclist, but he soon developed a 'static situation' with the advent of wireless. He was an early radio enthusiast and still is a 'HAM', and delights in calling up old Shorts and Rochester pals now living in Australia.

# MOVING ON

When you are a working wife and the husband is moved on, then you have to do the same. When the Rev. Ted Francis was appointed Archdeacon of Bromley, he had to agree to move to a new area, away from Rochester to Farningham, which necessitated his wife Joyce, who was in the FCD Production Library, giving up her post. This took place on Friday, 27 October, when a large crowd gathered to say farewell, and be present when Mr. J.F. Smith, Production Manager, presented her with a figurine as a reminder of the eight years she had spent at Elliotts, mostly in FCD. She had also been a Statistical Clerk in ADD - QA Dept.

She will now be more free to back up her husband in his new duties, but her ties with Marconi Avionics will not be entirely broken, as her youngest son is an apprentice with the Company, at present in ADD. Of the other two sons, one, the eldest, is following his father, and has entered Theological College in Salisbury to train for the Ministry, whilst the other is engaged also in Engineering, with Metal Box at Westhoughton.

Joyce is well known and widely respected, as her husband has served the church locally, at Upton - where he was also chaplain to the 'T.S. Arethusa', Walderslade, and the United Parish of Rochester.

Peter Arnfeld came to this Company in 1961 from Handley Page, with whom he served his apprenticeship. Joining at Borehamwood as a Development Engineer, he came to Rochester in 1963 as an Engineer in TAC. 1966 saw his transfer to Aerospace as Production Liaison Manager, then in 1968 he was appointed Project Leader in MACD. With the onset in 1971 of the MRCA contract, he went to Bodenseewerke as the MAC Representative and on his return to Rochester in 1973 he was appointed Project Manager of ATE in FCD, which post he held at the time of his departure.

He is married and has two sons. He leaves Marconi Avionics, but will remain in the GEC family as he takes up a position with MSDS at Kidsgrove as Test Equipment Manager.

The best wishes of his colleagues and many friends go with him, and as a memento of the years spent on this site he was presented with a copy of the AA Book 'No Through Road' (Peter's hobby is walking) and a Parker pen, by Mr. George Bull, FCD Engineering Services Manager, who regretted that Peter was leaving as he had done a very valuable job of work during his time here. In reply, Peter said he too was sorry to be going as he had made so many friends during his service here, but would keep in touch. The challenge of his new venture had to be met, and his experience here would no doubt help him to succeed.

Changes take place whether we like them or not, some because of necessity to gain experience, some enhance one's position, some due to desires of a new environment, and some because of what are known as 'circumstances'.

Into which category Jackie (Jacqueline) Gingell, formerly Pett, falls we are not quite sure, since she leaves Marconi Avionics, Rochester, for duties at Yeovil, where MASD has set up a Site Liaison Engineering Team, under Howard Jones. Geoff Gingell, Jackie's husband, is one of the team to be located at Yeovil.

Jackie joined the Company 9½ years ago, as Secretary to Mr. E.J. Bradley, then a Personnel Officer. She later worked for Mr. (Paddy) Warren, then as Secretary to Francis Latter and Miss Mawby, before transferring to the Training Centre, where her responsibilities cover the supervision of Clerical Trainees.



Jackie Gingell and John Bradley with the portable typewriter. (B)

A born organizer, she is able to tackle most things with an ease and grace which ensures success immediately. She was a Ranger Leader in the Girl Guide movement, and secretary of a Mountaineering Club. She prefers to 'walk' the hills and mountains, as opposed to climbing, and has 'done' the Alps and Dolomites (Italy), the Lake District and North Wales. When asked why she chose these particular pursuits, she replied "I don't really know - I was just one of the crowd at first, then it happened, I became the leader."

She decided a career in Personnel Management

would be ideal for herself, so she enrolled for the IPM course, and has satisfactorily completed 5/6ths.

Married for the past two years, she met her husband at a social evening arranged for the Company graduates, although she tried her best to avoid being present, and only reluctantly agreed to go because there were not many girls available.

To mark her departure from Rochester, the Personnel and Training Departments contributed to purchase a portable typewriter, which Mr. E.J. Bradley, Personnel Manager, presented to her on behalf of all contributors in a ceremony attended by many friends and colleagues and a large contingent of trainees.

Of the training job, Jackie says it's really a marvellous job, and she only regrets that she has been forced to give it up. Rochester's loss is Yeovil's gain and it can be assured that she will be quickly made aware of her organising ability as she 'takes over' - to their advantage and efficiency.

Of the typewriter, she exclaimed "Now I shall be able to write my book!" A budding authoress, we look forward to reviewing the masterpiece in some future issue.

## COMMERCIAL ACTIVITY

The annual visit to Rochester of the Empire Test Pilots' School from A & AEE Boscombe Down took place on Thursday, 12 October. Twenty-four staff and students arrived in an HS 748 aircraft in the morning and, following a presentation on the Company given by Mr. W.H. Alexander, heard detailed presentations on some of the Company's products.

After lunch visits were made to Instrument Systems, Inertial Navigation and Flight Controls Division. The party was very cosmopolitan consisting of fixed and rotary wing pilots and also engineers from the Air Forces of USA, Canada, Australia, Malaysia, France, Germany, India, Italy and, of course, the RAF.

## Appointments

H.H. Cowie has been appointed Leading Hand in MASD, responsible to the Chief of Test.

We welcome back Howard Jones to MASD. Howard will be based at Yeovil, in charge of a team of site engineers.

In addition to his responsibilities for Sea Harrier, Lynx and YAV8B, Keith Snelling of FCD will be the Project Manager for the JUROM AFCS Contract.

Mr. P.J.M. Keay has been appointed a Consultant, responsible for assisting Mr. Stafford Ellis in his duties. He was formerly in IN Division.

It is announced that Mr. Ian Stitt has been appointed Technical Manager of Powerplant Systems Division.

Mr. W.J. Alvarez has decided to leave the Company and Cdr. J.D. Hanron has been asked to re-assume the function of Chief Executive of Marconi Avionics Inc.

The appointment is announced of Mr. John Colston as Technical Manager of Instrument Systems Division.

Mr. Brian McCarthy is appointed Project Manager AQS901 and will assume responsibility for all aspects of this Project, reporting directly to the Technical Manager.

### IN DIV'S OFF THE BEATEN TRACK

STARRING

FRED

KELLY

THE RACING COUSIN  
OF A.D.D.



AND

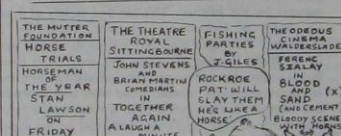
BLANCO

SILVER  
WONDERDOG



### 1. BLANCO IS STILL AT RAMSGATE

HAVING A FORTNIGHT'S REST WITH MOLLY!



## For your Diary

### CHRISTMAS LUNCH & CAROL SINGING

Canteen Wednesday 13 December  
Elliott Concert Brass Band  
Choir of Holy Trinity  
Twydall, Gillingham

INDUSTRIAL CAROL SERVICE  
MONDAY 18 DECEMBER at 7.30pm  
in Green Street Baptist Church  
Gillingham

Led by Elliott Concert Brass Band  
Reverend Tom Rogers - assisted by others  
Carol Sheets Provided - Car Parking Adjacent  
Bring The Family  
Collection For Charities  
Note change of date

COMPANY ANNUAL DANCE  
Royal Star Hotel - Maidstone  
21 December 1978

# NAMES TO FACES

We are commencing a feature, to enable employees to put 'names to faces', and also to help by introducing personnel who may from time to time have to be consulted.  
Our first departmental detail is the Personnel Dept, under the Personnel Manager, Mr. E.J. Bradley.

## WELFARE



A.M. FISHER - Welfare Officer



Chris Wickham - Receptionist

Toni Fisher is responsible for all Welfare Services and she also has control of the overall operation of surgery facilities. She maintains a register of accommodation for employees and controls all leave other than annual holidays.

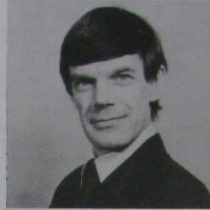
## PRODUCTION



B.J. ROGERS - Senior Personnel Officer



Wendy Bristow - Secretary



J.M. NEATE - Personnel Officer

Brian Rogers and John Neate provide a Personnel Service to all Production Departments and Engineering Services Departments. They are also responsible for the Industrial Relations with the Manual Workers Unions and AUEW TASS.

## PENSIONS



J.O. YORKE - Pensions Officer

Jean Yorke provides a counselling service to employees who require information on the GEC Pension Scheme.

## ENGINEERING



P.J. BOWYER - Personnel Officer



F.C.R. LATTER - Personnel Officer

## PERSONNEL RE



MRS. V. FENNEL - Personnel Officer

## The Duke of Edinburgh's Award

The Duke of Edinburgh's Award scheme is designed for people between the ages of 14-25. There are three stages; Bronze, Silver and Gold, each being that much harder than the previous award. You may enter the scheme at any stage without doing the previous one, provided that you are of the entry age, i.e. 14 years Bronze, 15 years Silver and 16 years Gold. If you are 16 years, or above, you may still enter at Bronze or Silver stage if you so desire.

The award scheme is made up of four sections; Service, Expedition, Interest, and Design for Living/Physical Activity. (The last section was previously for boys only at Bronze and Silver stage, but now girls may do either Design for Living or Physical Activity).

For the **Service** section the award entrants must either follow a course such as fire service or police service, etc. learning how to help the public in a specialized field. The other alternative is to do service for the community, e.g. helping the old or handicapped or the equivalent, for a set period of time (3 months Bronze, 6 months Silver, and 1 year for Gold). This is then assessed by an appropriate person to see how well you cope with helping others.

The **Interest** section is the most 'open' section. You must follow an interest of your choice for a set period of time (3 months Bronze, 6 months Silver and 1 year Gold) then be assessed on your progress of knowledge in your chosen subject, by someone who specializes in that particular field.

**Design for Living**, which is now an alternative to Physical Activity (previously a set section for girls) consists of a course teaching girls home skills including how to write invitations, how to dress for an occasion, how to treat guests, etc.

The course usually terminates with a party given by the group, and their management of it is assessed by a qualified person. This starts as a six week course at the Bronze stage and increases to a large project on some environmental study at Gold level.

**Physical Activity** is now open to girls at all levels of the award. This has occurred in the last two years following the 'Equal Rights for Women' Act. The

Physical section is some kind of sporting activity, either concentrated in one particular field, e.g. tennis, gymnastics, swimming, etc., or in a wide field such as athletics, circuit training or similar. After a set period of time, you are assessed on your ability following training sessions; you are then given marks on the accomplishment. Again the standards increase with the awards.

**Expedition** is probably the hardest section, but the most enjoyable. Candidates form a group of 3-6 then plan and prepare an expedition on foot, canoe, bicycle or something comparable, for a certain distance set in the award hand book. They plan a route, the meals, sleeping arrangements (if necessary) and most of all a purpose for the journey. This can be a variety of things, e.g. study of monuments, churches, flowers on the route, etc. They must plan the route using country paths (if on foot), keeping off roads and away from towns. Wet weather alternatives must also be planned as a route can quickly become flooded. Food must also be planned and bought. Careful preparation is needed here as you must carry all your equipment and food on the expedition. Therefore, no cans or bottles.

If you must sleep out you may use youth hostels, or camp in tents, barns, etc. all this must be arranged. You must also choose wisely what equipment you take and what clothes you wear. You should use everything you take. Before you go you must do a practice journey, to see if your equipment is sound and to find out if your training in camp craft, map-reading, first-aid, etc. has been good enough. If your pre-expedition training is not up to standard, the assessor will not allow you to take part as this could cause a fatal accident, especially if you are camping in wild country. Even simple injuries can become serious if not treated in the correct way.

For Bronze, girls must spend a day out (not night) and cover a distance of 7 miles on foot. For Silver, 16 miles and two days out. For Gold four and three nights, covering a distance of 36 miles on foot (boys must cover further distances than girls, e.g., 15 miles for Bronze, 50 miles for Gold). You must write up a log of the expedition and do a project, then submit them to the assessor who would have been checking on your progress through-

out the expedition. Then you are assessed. If you do not meet the standard required you must do it all again.

For the Gold award there is a 5th section called '**Residential Qualification**'. This is a week's camp spent in an environment different from that to which you are usually accustomed. You are assessed on how well you get on with others on the camp. Also you are given some responsibility to cope with.

At Bronze and Silver stages, you are presented with your award at local level, i.e., by the operating authority you have been training with. However, at the Gold stage you are presented with the award at Buckingham Palace by the Duke of Edinburgh in person.

Ann Golding, a Progress Chaser in ISD, has been an entrant of the scheme for three years, and has achieved all but one section. She gained her Bronze award in June 1976, her Silver in May 1977, and hopes to complete her 'Gold' later in October, by completing the Residential Qualification.

Her section and successes are:

### BRONZE

**Service Section** - Home Nursing  
**Expedition** - 7 miles on foot along the Pilgrims' Way

**Interests** - Aviation, within the Girls' Venture Corps.

**Design for Living** - A project 'You and Your Friends'

### SILVER

**Service** - Training with the Kent Fire Brigade

**Expedition** - On foot through Isle of Sheppey, with the goal of viewing the East-church Memorial.

**Interests** - Music. Flute playing, gaining a Grade 4 of the Associated Board Exam.

**Physical Activity** - The first girl in the country to do this, after it was thrown open to both males and females. Sessions in physical education.

### HER GOLD SUCCESSES THUS FAR COVER -

**Youth Service** - The Girls Venture Corps. (Her mother is a Commandant in this Corps, while her father is attached to the ATC).

**Expedition** - On foot through Suffolk around Saxmundham for 36 miles, viewing churches and places of interest.

**Interests** - Music. She is an accomplished musician in flute, piano and organ.

## COMMERCIAL AND GRADUATE RECRUITMENT



Personnel Officer



Sue Axell - Secretary



Personnel Officer

Peter Bowyer is responsible for all matters concerning recruitment in Engineering and Quality Assurance Departments and FARL. He is also responsible for negotiations with a section of AUEW TASS. Francis Latter concentrates on matters concerning career development, counselling and salary administration in these areas. He has special responsibilities for providing advice to employees on all matters concerning mortgage and building society facilities.

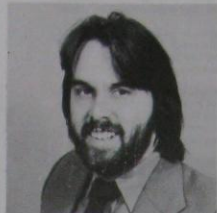


S.A. MAWBY - Senior Personnel Officer

Sara Mawby provides a Personnel Service to the Commercial, Sales, Accounts and EDP Departments and is responsible for all matters relating to clerical employees. She is also responsible for the Industrial Relations with APEX.



Chris Gubin - Secretary



J.D. AINLEY - Personnel Officer

John Ainley is responsible for the graduate recruitment programme, university liaison, and for personnel matters of newly joined graduates.



Deidre Poulton - Secretary

## RECORDS



Personnel Leader

The Personnel Records Department initiate and maintain all employment records. They provide statistics and information on the labour force at Rochester. A great deal of their time is spent in liaison with the Divisions and the Accounts Department.

Staff to operate the Department

Left to Right: -  
Back Row, Karen Stirling, Jan Daley, Sandra Chapelow  
Front Row, Pat Pilbrow, Pauline Way.



Sue Booker  
Secretary to Mr. E.J. Bradley  
Personnel Manager.

**Physical Activity** - She learned to swim in 3/4 hour and is now capable of 50 metres free style and breast stroke in pool conditions.

Her Residential Qualification test will be at a later date.

With that successfully completed, she can look forward to a visit to Buckingham Palace, to receive the Gold Award - either a badge, brooch or pin badge - from HRH The Duke of Edinburgh personally, and look back on three years of hard, dedicated and interesting pursuits to fit her for a useful life within the community.

Our photographs show items during the 'Gold' expedition.



The group at the camp - Ann is 2nd from right.



Outside Sweffling church, Suffolk.

# EARLY DAYS

A reproduction of a paper read to the London School of Economics and Political Sciences on 20 January 1959 by Sir (then Mr.) Leon Bagrit.

## DEVELOPMENT AND ORGANIZATION OF ELLIOTT-AUTOMATION LIMITED

Introduced by Mr. Leon Bagrit, Deputy Chairman and Managing Director, Elliott-Automation Limited.

To understand the nature and growth of Elliott-Automation, it is important to understand the ideas which created it. In broad principle, these ideas have not changed much from the time when they were originally conceived some ten years ago.

### RECENT HISTORY

In 1946 control of the old-established business of Elliott Brothers (London) Ltd. virtually changed hands and new management took over. The previous management had aged and a steep decline of the business was prevented only by the urgent requirements for Naval mechanical 'fire-control' apparatus which began to arise in 1936. Until the end of the war, the factory was heavily engaged in making this high-grade equipment by using skilled labour which had been assembled over the years by the Company which was established in 1800. It was labour which was capable of manufacturing with the minimum of modern machinery and organization. There was also a small and not very profitable business in electrical indicating instruments and recorders which, while of excellent quality, were somewhat old-fashioned in design, and certainly unremunerative.

With the cancellation of work for the Services, the unhappy position of the Company became apparent to the new management and the then Managing Director made an effort to revitalize the business and to re-equip it with modern techniques and plant by acquiring a company which I happen to own, which was well equipped with modern plant and which had an efficient organization capable of manufacturing precision products competitively.

Our first step was to begin modernizing the plant with the view of taking advantage of the post-war demand. Owing to the lack of systematic information and the primitive organization available, there was no reliable data. It was impossible to ascertain the facts except by the most unorthodox and painful means and it was next to impossible to come to grips with the problems.

### FINANCIAL POSITION

In the meantime the financial situation had become desperate in spite of the valuable help we obtained from our banking friends in the city who raised £150,000 of preference capital at this very

difficult time as an act of faith in the new management. Nevertheless, serious though the position was, we were determined not only to stop the ship from sinking but to build a new business upon it.

### LOOKING FOR A FUTURE

We began to look around. True there was 'know-how' of instrument design and manufacture; we had some good, loyal staff and a good name but no business which had any prospect of survival, to say nothing of a 'future'.

After much careful thought, we decided that we could only hope to determine our best course by carefully examining likely technical trends. We realized that only by clarity of mind at a time when our competitors were too busy to bother too much, could we hope to survive and even more, to build a place for the Company in the years to come. The thought possessed us that out of every war, techniques emerge which eventually find themselves used commercially. Could we pick accurately upon those which we could use in our field? We could not afford a mistake.

### AUTOMATION

Apart from the atom bomb itself, the great technical event of the war, we concluded, was the technique of 'control-engineering' which had made the atom bomb possible. This is what we now call 'automation'. It was knowing how to control and integrate a large number of variables automatically, speedily and reliably that had made the atomic process possible. We had observed the signs of similar trends in controlled synthetic rubber plants, in the new techniques used in semi-automatically controlled petroleum plants and in the advances in the chemical industry.

In extrapolating these advances, always a dangerous exercise, we believed, nevertheless, that electronics, control-engineering and systems-engineering would turn out to be the keys to one of the great changes that take place after great wars. We believed that we were just on the brink of one of these changes and we decided to enter and pioneer this field. But commercially we had to survive, somehow, until we emerged into this 'brave new world'. It would involve struggling hard for many years. The gigantic cost of research and development appalled us and we had no resources with which to finance it. But we had ideas, our people were purposeful and not easily discouraged.

To be continued

# RETIREMENTS

Time marches on for all of us, and with it we have to make decisions which are unpalatable, but nevertheless necessary. This is more so when one has had an exciting and adventurous life and amassed a host of friends.

One such person is **Henry Frank Harvey** (Harry) who for the past 15 months has been a Technical Clerk within MASD. Previously he was Chief Storekeeper in MASD, after having served the Company in ATE and TAC, making up a total of 11 years.

His previous occupation was as Grain Oil Refinery for 15 years, after his war service in which he served in REME, RAOC, and as a Paratrooper with the 6th Airborne Division. He is reticent about his service with the Armed Forces, understandable as he is by nature a rather shy person. He joined the TA as a young man and was called up early in 1939 and became an instructor to the 'Millie Boys' of that period.

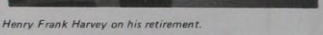
A Londoner, he was a Bus Conductor on London buses for many years, his usual route being Croydon to Liverpool Street.

His energy is abounding, and for 23 years he has been a member of the Rainham Mark Social Club, of which he is currently the Secretary, and which he says will keep him fully occupied during his retirement. He is a hard working member of the Club, and has held offices of President and Chairman, before taking on the onerous duties of Secretary.

A large crowd of well wishers gathered to support Mr. John Williams, Chief Draughtsman MASD, as he presented Harry with a silver goblet suitably engraved, to mark the occasion, together with other smaller items of personal interest, observing how Harry had endeared himself to all with whom he had contact, and had a lifetime of vast experience. The members of the Division had also written up a 'This is your life' booklet which was also presented.

Harry asks us to say that he will be pleased to see any of his old friends at any time, if they will call in on him in the Secretary's office at the Social Club.

He is a widower, with 2 daughters, married, and has 8 grandchildren to keep him young at heart, in spite of his 68 years.



Henry Frank Harvey on his retirement.

To have three celebrations on the same day, does not fall to everyone, but it was just that for **William John Pettitt** on 6 October, Bill had served the Company for 23 years, and he

## CONGRATULATIONS ON YOUR RETIREMENT

retired on his 65th birthday, which also happened to be his wedding anniversary, 39 years.

He started work at the age of 14 years with the Maintenance Dept. of Gravesend Hospital. In the early days of the 2nd World War, he was sent to Hastings, which for a time was a reception area, later becoming a restricted place, and he recalls how permission had to be obtained from the Police before leaving to visit his home in Gravesend. After the War ended he began a new career in watchmaking and repairing, and this led him to answer an advertisement for such craftsmen to join Elliotts. He began under Ait Cox in the Aviation Division, remaining through the changes until MAC was formed. During this period he worked with some people who eventually became his supervisors and managers.

His arrival in AS & R was 14 years ago, where he became a Quality Technician contributing a total of 23 years' service. In his youthful days, he enjoyed playing rugby football, cricket and swimming, just for the sheer enjoyment these pursuits generated.

During his retirement he hopes to be an odd job man and to indulge in a little sea fishing, but above all he looks forward to his wife and himself being together more, as his wife retired a little before him from her work as a member of the nursing profession.

Mr. E. Farbrace recalled the days they worked side by side when he made a presentation of a toaster and teasmade, contributed by the members of AS & R.

There was also a humorous twist to the proceedings, when a small carton of 'Polo mints' was presented!



W.J. Pettitt receiving his retirement gifts from Mr. Farbrace.

**Bert Belson** is another of the former Shorts employees who, having joined Elliotts when they established themselves at Rochester, has reached the age of retirement.

A Sheet Metal Craftsman, he became a valuable member of the Inspection Dept., both in MAC and CMS, specialising in Sheet Metal Details, but also doing machining inspection. His retirement was marked by a presentation by Mr. P. Burrow, Production Manager, of a clock, as a token of esteem and good wishes for the future.

His hobbies are foreign holidays and bird study. The local environment, together with Bird sanctuaries nearby, will enable him to indulge himself to the full in the pursuit of his bird studies.



Bert Belson receiving his retirement gift.

A Member of the Security team, who spent quite some time at the New Road establishment, has retired. **Mr. G. Boenke** had been with the Company for 3 1/2 years, and as a mark of esteem and best wishes, he was presented with a cut-glass decanter.



Mr. G. Boenke. (A)

After 16 years with the Company, **Lily Iris Curran** has finally ceased to be part of the FCD Stock Control Dept. scene.

Her whole period of service with the Company has been with MAC and continued after the merger formed FCD, operating the Stock Control machines, working all that time under Mr. Joe Sturt.

She looks forward to her retirement, though she will still be busy, assisting her husband (Pete Curran of IND) with the ATC looking after the canteen. Eventually, when Pete also retires, they plan a cruise. They have two sons, with five grandchildren, (three boys and two girls), to keep them occupied if time hangs on their hands!

A godly company of colleagues and friends gathered to wish her well in retirement, and presents and cards suitable for the occasion were presented to her on behalf of all by Mr. J. Smith, who spoke of her zeal and enthusiasm to keep the records straight. Personal friends gave her a pot plant and chocolates, while the memento from all the Division was a cut crystal glass rose bowl.



Lily Curran receiving her rose bowl from Mr. J. Smith (B)

# 25 YEARS' SERVICE

One of the earliest student apprentices within the old Elliott company has now completed his 25 years of unbroken service.

**Brian M. Kemp**, a Project Engineer in FCD, began his life in the Kent Weald countryside, and from Maidstone Technical School he joined Elliotts in 1953.

His student apprenticeship included day release instruction at the local Technical College, and followed the usual pattern through the workshops. Aviation divisions were being developed, and he became closely identified with them, progressing on to become Technical Assistant in MAC. Products of note with which he was associated were TSR2, of happy memory and regretted demise, and L2.

Later his talents have been used on the Concorde and more recently Boeing 747.

He relates of his early days, when he was in lodgings in Medway and his wages were insufficient to cover the cost, whereupon he sought out an Employment Officer, who after much discussion, question and calculation, decided he should receive a weekly grant towards his expenses. Such munificence still left him without the price of a ticket home, so he cycled home on Friday, returning on Sunday, and so established a pattern of travel. When, in due time, he received an increase in wages his 'grant' was similarly reduced - so he was no better off. The good old days!!!

During his service he has been able to travel for the Company, visiting various parts of Britain and Australia and USA. The recipe for success he says is co-operation, tolerance and friendship on a reciprocal basis.

He is proud of being a Mechanical Engineer, which ambition has fired him from early days. When asked why?, he replied that the question was put to him when he joined the Technical School and his reply was - "I want to own a motor car, and to be able to do all the work on it myself."

This fondness for things mechanical guided his choice of gift - an old English 'Elliott movement' clock, which Mr. D.J. Jackson presented to him in the presence of many colleagues and friends.



L. to R: John Gilson, D.J. Jackson, Peter Johns and Brian Kemp (with clock). (D)

**John Lovell**, a Quality Assurance Engineer in CQD, joined the Company in the then Aviation Division, which later became MAC, after service in the RAF, where he served his apprenticeship. His progress in the Company was by way of FCD to CQD.

During the 2nd World War his duties took him to North Africa, where he served until the cessation of hostilities and was occupied in servicing aircraft engines.

A local man, he takes part in various activities, among which he admits to playing AT Badminton, with the Elliott Club.

John is a delightful personality, but modest to an extreme degree, he did reveal that his son plays Badminton, for Elliott Club, and is also a football referee.

His duties in CQD relate to the repair of Test Equipment, as used in the Company, to maintain the high quality of our products.

Mr. Boardman, Divisional Manager of CQD, presented John with his chosen gift of a clock.



John Lovell with friends.

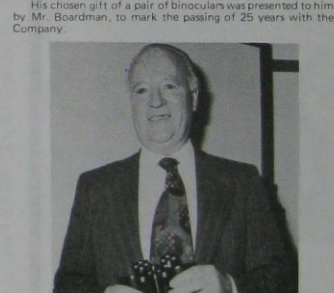
Lack of family funds in the bad Thirties did not permit hefty apprenticeship premiums to enable **Mervyn Lea** to enter the radio industry. Instead he trained as a journalist where he had close contact with local radio societies. The outbreak of war enabled him to move nearer the world of radio by entering the Signal Branch of the RAF. He served in Bomber Air Crew in Bomber Command and then became a Radio Instructor. Commissioned in 1942, Mervyn became a Signals Leader. The war in Europe over, he completed his service as an Adjutant on a Jet Squadron, he was demobbed with the rank of F/Lt. Post war years were difficult but he became involved in engineering photography and publicity with local industry. He had been maintaining his radio interest and in 1953 he was taken on by the then Elliott Bros. Rochester as a Test Engineer in the old ETR Division. In 1954 he became a Development Engineer with a test equipment team. When the Division reformed (it became Radio Radar) he formed the first Divisional Instrument Pool and Calibration Lab. This served to maintain and check instruments: the service included work for the other Divisions.

In 1963 Mervyn was appointed to set up an establishment

Electrical Standards Lab, as a reference point for all the Divisional Instrument Labs; this was in the small building situated between AS & R and ATE at the Flying School. Expansion continued and by 1967 the Lab's facilities had extended to absorb most of the Divisional high-density instruments. Mervyn had now a space problem and in 1970 he opened up the present Electrical Standards Lab. In CQD. Expansion of facilities continued. Soon Mervyn was planning a Repair Lab, to supplement the Standards. Extra space was obtained and in late 1970 a start was made. In mid 1971 the Repair Lab had been staffed with an Engineer and two Technicians. Keeping up with Divisional requirements and funding are common problems, but by 1972 the combined Labs, were handling 90% of the Establishment workloads.

Mervyn continued as head of the two Labs until January 1978 when he became Deputy Group Leader, Product Assessment Department of Central Quality Department, which comprises Electrical Standards Lab., Electrical Repair Lab., Mechanical Standards and Component Test and Evaluation Section.

His chosen gift of a pair of binoculars was presented to him by Mr. Boardman, to mark the passing of 25 years with the Company.



Mervyn Lea with his binoculars. (D)

One of the few ladies to qualify for the 25 years' service award is **Miss Doris Russell**, at present serving in MASD Stores after a period in the Wiring Dept.

Doris is particularly well esteemed as a person, and all who come in contact with her are conscious of her qualities which are summed up by a colleague as "She is a lovely person - in all ways."

She began assembling scales for Swift and Swallow, then joined Servo Dept., building torque motors. Moving on through ATE, and ACD to MASD.

Asked for her opinion on working today, against the old days, she says her preference is for the "old times, when the Company was not so big, and there was a family atmosphere." Her mother, who is 99, is her one passion in life, to whom she is dedicated in doing all she can.

## They lose – others win

It is not often that in being a loser you become a winner, yet that is the objective which **John White**, Chief Logistics Engineer of ISD, had set himself. He aimed to lose 14lb in weight from 1 August to 1 September and to donate 10p for every lost pound to the Shaftesbury Society (up to 14lb) or pay an additional £1.00 for each 1 lb not lost. To encourage him, and to swell the funds, his family, friends, colleagues and neighbours banded together to sponsor him in his endeavours to the tune of 1p to 5p per pound, spread over some 116 sponsors.

The Shaftesbury Society, a registered charity, runs homes for the severely physically handicapped – children and young people – as a part of their work

to provide education, assistance and help for all in need. The Society is the charity which ran the training ship 'Arethusa' which was moored at Upton for many years, training boys from all walks of life for a career at sea.

As a result of John's efforts, and being 14lb lighter, the Society has benefited by £49.30p.

**Phyllis Ferrigan**, a Buyer in ISD decided she was one stone overweight, and began to slim. Her colleagues sponsored her efforts, and on losing exactly one stone in weight, the sponsorship fund totalled the sum of £100. The 'charity' selected was the Radio Therapy Ward of St. William's Hospital, and after consultation with the hospital authorities it was decided to purchase two Parker Knoll chairs for use in the ward.

We are asked to give expression of thanks to all who so generously gave towards the sponsorship, and to the suppliers, L & R Furnishing of West Malling, for a generous discount, thereby enabling two chairs to be bought.

Well done!!



An old photograph of the annual 'Bat and Trap' club outing to Margate circa 1952-3. How many can you identify?

## EARLY DAYS—Vic Spencer remembers

"Casting my mind back to 1934 when I joined Elliott's at Lewisham, probably life there was similar to other works in those pre-war years. A 47-hour working week for which I was paid 14s 8½d, plus bonus of 25% (the norm in those days), was not as ridiculous as it now sounds. Smoking, eating and drinking, except water, was not allowed on the Company's premises during working hours; not that many people went without a cup of tea or a smoke if they wanted one. It was case of 'knowing the ropes' and 'using your loaf', supported by a degree of ingenuity such that you did not get caught – the punishment being suspension, or dismissal, although I think this was tempered by the foreman and management seeing only what they wanted to see. If you worked hard and did a good job of work, the authoritarian management style was in fact very parental and tolerant and you did not feel remote from 'those at the top'.

The Firm was just recovering from the industrial slump of the 20s and a three month lock-out; unemployment was high. Apprenticeships were not awarded prior to joining, but were awarded afterwards in a competitive environment according to merit and ability. No day-release, evening school – three nights a week being compulsory. All training, apart from evening school was 'on the job' and an apprentice had to operate within the piece-work system and earn his bonus, or he was in trouble; bad workmanship was just not tolerated. This working environment was in fact quite a challenge to an apprentice in view of the variety of trades, which were embraced by the Firm's workshops in those days; apart from the normal machine shops, assembly and test; there was also the wood cabinet shop, pattern-making for castings and the foundry.

Elliott's in those days presented themselves as mechanical and electrical engineers and the products included naval gun fire control equipment, electric measuring instruments and control systems for industrial processes, storage of fruit, ship cargo refrigeration, also instruments for Rolls Royce cars and the world's land speed record-breaking cars such as those driven by Sir Henry Seagrave, and Sir Malcolm Campbell. It has been said that Elliotts made everything in those days, except money.

In the autumn of 1939 a large volunteer force of em-

ployees were camouflaging the works, netting and blacking out the glass and sand-bagging with sand dug from Blackheath, and then we had the 'phony' part when no bombs were dropped. A bit of an anti-climax. However, later there was plenty of activity and many of the employees including the Works Director, were living on the Firm's premises and people worked all sorts of fantastic hours, plus Home Guard, Air Raid Precaution (ARP) duties and all the paraphernalia associated with protecting a factory and people working 24 hours a day for seven days a week on essential war work.

Elliott's factory had a comparatively charmed existence, many of the houses and adjacent factories around were damaged or reduced to rubble, Lewisham being stated as one of the worst-hit London boroughs. Elliott's production was maintained and survived all forms of day and night attack; high explosive and numerous incendiary bombs, including a low-level fighter bomber attack, not forgetting the 'doodle-bugs' and 'V2s'. Production was achieved by working through raids and only taking cover when enemy action was in the immediate vicinity as indicated by 'spotters' on the roof-top. It was a bit hazardous, but people preferred it to being in a shelter waiting for something to happen.

The war ended, the festivities of victory were over, military contracts were closed and Elliott's, who had contributed 100% war effort, had to declare 400 people redundant. At about this time there was an electricity power crisis accentuated by a cold winter which resulted in the factory's supply being cut off for a few weeks. This was overcome to a surprising degree by persuading showmen to help out by coupling in their fair ground generators. This combined with much ingenuity kept the factory going.

Having broken into the 1950s the Firm began to develop and expand under the direction of Sir Leon Bagrit (then plain Mr. Bagrit), who appointed two people to develop an 'Aero Division' with the object of making a mark in the aviation business. One of their first jobs was the development and manufacture of the Jindivik auto-pilot which is still in use in Australia."

## MOTORING MEMOS

When the market salesman with his rapport, causes a smile on the faces of his audience by saying, "It fell off the back of a lorry," few people realize it may be true, and also what might have happened.

Driving along the A1(M) one night, the signs indicated that two lanes were closed ahead, and a diversion would operate. We fed into the single lane, and just before the diversion, there rights in our path was an object. No other traffic was about and on stopping to investigate, found the object was a bag of brussels sprouts!

But what if that had been a suitcase? And the road had been unrestricted?

There may be many holiday makers who arrive at their destination without all the luggage they packed. Indeed, statistics from the Department of Transport indicate there is a great deal of motorway debris.

It is said that the Hereford and Worcester County Council maintenance workers remove 3 tons of debris monthly from a 60 mile stretch of M5 motorway.

Litter on roads, particularly motorways, can cause serious, and at times horrific accidents. If you are travelling along a motorway at 60-65 mph and the traffic flow is fairly heavy, it is difficult to avoid a piece of debris without causing an accident.

We are all familiar with the odd silencer, fan belt or small piece of wood – all of which are very dangerous themselves if hit at speed, or flung into the path of a motorcyclist, yet according to the statistics – would you believe it, maintenance men have found; cookers, suitcases, roof racks, fibre-glass dinghies, kiddies' push-chairs, beer crates, washing machines and fridges!

It behoves all travellers to ensure the safety in transit of all their possessions; check your loads, make sure the roof rack and cases are secure and well covered (no flapping polythene sheets – which may tear, and obscure the following driver's vision), that all trailers are coupled correctly. If you lose anything, you may be setting a death trap for others.

If you see any motorway debris lying around, don't try to retrieve the item yourself, but stop at the next emergency phone and ring the authorities. They will be grateful for the call and you may have saved a life!



## Vanishing Values

The English Countryside and Folk

All over England the mighty and majestic elm trees are crashing to the ground, felled by the woodman's axe as more and more of God's verdant artistry falls victim to a dreaded little beetle which has now destroyed more than half the elms of this country – beech, sycamore, and even the tall and stately oaks which are described as green-robed senators of mighty woods. But the worst culprit of all is man himself, for every year that passes we are destroying 2500 miles of hedgerows and trees – more than three times the distance between John o'Groats and Land's End. They are being swallowed up in the iron jaws of bulldozers clearing the track for new motorways, levelling sites for new building projects, or uprooting field hedges at the command of pin-striped agricultural planners who, hell-bent on profit, want to turn England's ancient meadows into prairies. Larger fields make for easier ploughing, they say, leading to more economic food production; but can you imagine this country of oaks, its lofty elms and oaks, its hedges of beech and hawthorn no more. What would City Way look like without its trees or Rochester Airport turned into a housing estate, etc.

If England's countryside is to be saved it will be by the efforts of ordinary people at home and abroad who love our countryside, and by the sacrifices of humble folk, who want to leave something of natural value as a mark of their passing through this (at the moment) green and pleasant land, and what more suitable memorial could there be for an English man or woman than a walk in any part of this country.

Contributed by Dave Roberts CMS Insp.

### THE INDISPENSABLE MAN

Sometime when your feeling important  
Sometime when your ego's in bloom  
Sometime when you take it for granted  
You're the best qualified man in the room.

Something when you feel that your going  
Would leave an unfillable hole,  
Just follow these simple instructions  
And see how it humbles your soul.

Take a bucket and fill it with water  
Put your hands in it up to the wrists  
Pull them out – and the hole that remains  
Is a measure of how you'll be missed.

You may splash all you like as you enter  
You may stir up the water galore,  
But stop – and you'll find in a minute  
That it looks just the same as before.

The moral of this is quite simple,  
Do just the best that you can,  
Be proud of yourself but remember  
There is no indispensable man.

# Sports and social club round up

## ATHLETICS

Results up to 27 October.  
In the League Table for Kent Messenger Trophy, Elliott/Reed were in 4th place.  
The Kent CC Race at Hayes on 14 October, saw Arthur Champ come in 3rd in 29' 28" R. Clark 9th in 30' 03" D. Black 18th in 30' 49" and M. Drury 40th in 32' 22".

The under 17 CC League, at Hayes on 14 October, saw Elliotts Youth Team just beaten into 2nd place, with a score of 30 against East Kent AC with 29.

For Elliotts, Alan Guilder was a run-away winner in 17' 06", his nearest rival clocking 17' 34". The rest of Elliotts scoring team were K. Hayes 17' 47" G. Laker 18' 07" M. Birkenshaw 18' 44".

**Note:** The Athletic Club is still in need of additional members, not only to strengthen the team, but novices to bring on for the future.

Training is every Tuesday evening 6.30 pm to 8.00 pm at Giddyhorn Lane Pavilion, Popular Grove, London Road, Maidstone. All enquiries to Len Murphy, ADD, Corsair Building.

## ATHLETIC SECTION

Fixture list for the period to end of January 1979.

Sun \*Nov 19  
Rochester Five J.S.  
Sat Nov 25  
North Kent Championship J.S. Leybourne Grange  
Nov 25  
North Kent CC 2nd Round Colts/Boys, Sevenoaks  
\*Dec 2  
2nd Kent League CC Y.J.S. Mote Park, Maidstone  
\*Dec 9  
Club Match All Ages, Dartford

Dec 9  
L.B.H. 5 mile CC Championship Cranford Park  
Dec 16  
Kent League 3rd Round Colts/Boys Mote Park, Maidstone  
Dec 16  
Cambridge Harriers CC All Ages  
Dec 16  
Hogs Back S.  
Dec 23  
Essex CC Relays Y.J.S.  
1979 Jan 1  
Erith Road Race J.S.  
\*Jan 6  
Kent Championship Y.J.S. Mote Park Maidstone  
Jan 13  
Kent League CC Final Colts/Boys, Bexley  
Jan 13  
Club Match All Ages, Tonbridge  
Jan 13  
Mitcham 15 S.  
Jan 20  
Club Match All Ages, Horsham  
Jan 27  
South of Thames Senior  
Jan 27  
Herne Hill Harriers C.B.Y. Herne Hill  
Jan 27  
Club Run Dartford 10 miles All Ages, Dartford

\* Events for Club Championships  
Best 8 out of 10 events.

## 5 A SIDE FOOTBALL - WITH A TWIST!

There was a 5-a-side football competition organised by R. Stephens of the Apprentices Association.

The match was held on Sunday, 22 October 1978, at Luton Rec. This was a 16-team knock-out competition with teams made up of members from the various divisions. Although the main competition was the winner of the football, a prize of record tokens was awarded to the team with the most original name. Some of the names were:

The Good, Bad, Ugly, Stupid & Hideous (G. BUSH)  
Nu-Form Saboteurs, FCD Flyers, T.C. Terrors, The Kinks & Others.

The winning name was the PSD team of Nu-Form Saboteurs.

The football competition was won by The Good, Bad, Ugly, Stupid & Hideous (G. BUSH)

The team D. Golding M.A.S.D Drawing Office  
R. Wretham " "  
C. Coveney " Estimating  
D. Humphreys " Planning  
S. Cameron ATE  
G. Turner Apprentice

We are asked to note that D. Humphreys did not concede a goal.

Trophies were awarded to the winners and runners-up, Nu-Form Saboteurs.



## For your pleasure:- Diary notes

### MUSIC IN THE CLUB-HOUSE

The bands booked for the club-house on Saturdays are:-

NOVEMBER  
25 Kings Ransom  
DECEMBER  
2 Hypnosis  
9 Inncrowd  
16 Aura  
23 Phoenix  
30 Pebble Mill



ELLIOTT ATHLETIC CLUB  
ANNUAL DINNER DANCE  
15 December 1978  
Club-house, Featherby Road,  
Gillingham  
Tickets £3.50 each  
Reservations to Len Murphy,  
ADD, Corsair Building



## Facts Not Fiction

The Guinness Book of Records reveals many little known facts, some of which make one wonder why, such as

The longest recorded belly dance, was one of 100 hours at Teplitzki's Hotel, Atlantic City, New Jersey on 4-8 July 1977 by Sabra Starr.

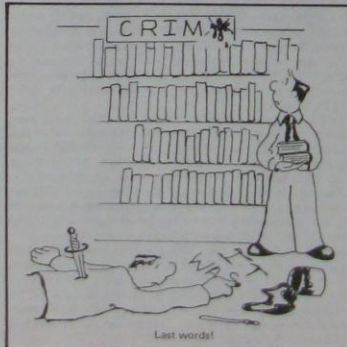
The duration record for go-go dancing (Boogaloo or Reggae) is 113 hours 35 mins. by Julie Skubala of the Affair Club, Swindon, Wilts on 7-12 April 1977.

In boxing, Muhammed Ali Haj is reputed to have amassed a fortune of \$49% million up to July 1977, including the greatest purse of \$6,500,000 for his heavyweight title fight against Ken Norton (USA) in the Yankee Stadium, New York on 28 September 1976.

Did you know that Sir Garfield Sobers, playing for Nottinghamshire against Glamorgan, scored the maximum 36 runs off a six ball over, at Swansea on 31 August 1968, and the greatest number of runs scored in a season is 3,816 in 50 innings (8 of which were not out) by Dennis Compton, CBE, playing for Middlesex in 1947. A batting average of 90.85 per completed innings.

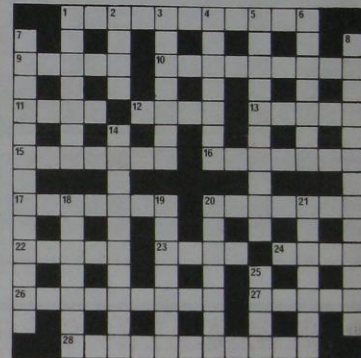
## FAMOUS LAST WORDS

"Ride? You watch me go between these two lights!"  
"Can you do this?"  
"You're not having a new hat this week"  
"Guilty"  
At the registrar's: "I will"  
"Please, Dad, I've got a fail this term."



Last words!

## CROSSWORD No 12



### ACROSS

1. A doctor's tool of trade (11)  
9. Could be a group of animals (5)  
10. Covering for upper lip, up (9)  
11. They succumb to a beetle (4)  
12. A number (4)  
13. Weird and gloomy (5)  
15. Ben material makes change (3,4)  
16. Takes on responsibility (7)  
17. Never reveal or they are not (7)  
20. Weapons, even a club (7)  
22. At the butchers (5)  
23. The one that completes (4)  
24. Heather or fish (4)  
26. Entertainer took notice (2,7)  
27. Residue from fire (5)  
28. Larva of lepidopterous insect (11)

### DOWN

1. He comes to the fair (7)  
2. Smooth and flat (4)  
3. A mound or floating ice (7)  
4. Such as this puzzle (7)  
5. Heard at the bar? cheer! (2,3,5)  
6. Male or female, guard or guide (7)  
7. Hoardings or press make aware of (13)  
8. The weather could deflate him (13)  
14. A column of liquid pressure (10)  
18. The Derby, for example (7)  
19. Man at arms (7)  
20. Kaffir or Zulu weapon (7)  
21. Not one thing or other (7)  
25. Tennis, golf and cricket have in common (4)

## FOR AMUSEMENT ONLY

### Crossword No. 11

The competition crossword solutions will appear in the next issue, together with the name of the winner.

Entries may be sent in up to and including the closing date.

Photographs taken by the Staff Photographers will be acknowledged in the following way: (A) Alan Keast, (B) Susan Rutherford, (C) Linda Jones, (D) Tim Murray

The views and opinions expressed by contributors are not necessarily those of the Editor or Company. Any such opinions or comments are those of the contributor alone, and are printed solely as a matter of interest.  
Produced by the Publicity Dept. GEC Machine Limited, Bradford for Marston Aviation Limited. Read and printed by John H. Hill & Company Limited, Clackington, Yorkshire.