

MARCONI AVIONICS NEWS

Volume 1 Number 1

OUR MOTTO FOR THE MONTH

"If it is the best of times, or the worst of times, Remember – it is the only time you have!"

EDITORIAL

1 YEAR OLD

With this edition, we celebrate our first birthday and it is appropriate to look back on our first year.

What have we achieved? Have we come up to expectations? Is there something which we should not have done, or things which we ought to have done?

We set out to do several things: i) to maintain and enhance the happy relationship existing within the Company; ii) to let people know what is going on, and keep everyone informed of changes of personnel; iii) to inform, entertain and interest all those who work in MAV.

It is recognised that we have had our failures, but in the main we feel we may claim that we have, in some measure, justified our existence and the faith put in the production of a Company newspaper. We must, however, press towards a higher goal, and we look forward to a really successful and progressive second year.

This will not be realised if it is a 'one man band' – no one person, however talented, has a prerogative of all the virtues and all the ideas – it has to be a corporate and co-operative effort. We need everyone to participate.

We need volunteers to act as 'newshounds' in every department in each Division. We need a constant supply of stories, articles, cartoons and the like. Please rally round and offer your services or your talents to the Editor. He will be pleased to discuss it with you.

The Junior Section failed because there was very little or no response. Was this due to lack of interest, or was the feature not attractive? It may be that the journal was not taken home to find its place in the 'family' circle.

As a general guide, the newspaper will appear 10 times per year, that is, monthly except for December/January and July/August, when they will be amalgamated into 1 issue each. Copy should be completed by the 1st of each month approximately, and can be sent through the internal post.

We have survived the first year and cut our teeth, let us all go forward together to make our newspaper one to be proud of, and one we can all enjoy, whether we are working, yet to start, or retired.



The Short Kent "SCIPID" (of which only 3 were built) had its maiden flight on 24 February 1931.



I'll be glad when he gets over this Batman phase as well ...

MARCONI AVIONICS –
HALIFAX BUILDING SOCIETY

SAVINGS SCHEME

The number of applications received, up to the time of going to press, is almost 100.

Deductions will commence – for monthly paid employees – with effect from Period 7 pay day (weekending 28.10.78). For hourly/weekly paid – deductions with effect from weekending 20.10.78.

The Hourly/weekly paid personnel investments are paid in on a weekly basis, thus earning immediate interest.

COMPANY CLASH

The annual Quiz Competition, held jointly by BBC Radio Medway and The Junior Chamber, is about to get under way again. BBC Radio Medway will begin recording the Competition in October for transmission in 1979.

Marconi Avionics has again entered a team, which we hope will succeed in the competition and improve on the runner-up position gained last year.

To select the team an eliminating contest was held on Wednesday 20 September at the Club-house. The following will form the Company team: –

Rod Cole	MASD
Jimmy Crick	} ADD
Ted Seal	
Barry Coltham	

Jim Collins presented mementoes to each of the team, who had qualified by obtaining the highest number of personal points.

Details of the contest recordings and venues will be published as soon as they are received.



The 1978/79 Marconi Avionics Quiz Team. L to R: Rod Cole, Ted Seal (back row), Barry Coltham and Jim Crick. (C)

www.rochesteravionicarchives.co.uk

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.



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.

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

Around the Divisions

IN Division recently delivered its first export Naval Compass stabiliser MK 1 (NCS1). Fitted to a new class of 37 metre Fast Strike Craft built in Singapore, the NCS1 was delivered on time and achieved on-schedule acceptance on sea trials. Support in Singapore during the setting-to-work and acceptance phases of the vessel programme was provided by John Smith (Principal Systems Engineer) and Colin Winter (Development Engineer) who were thus able to escape part of the wet summer experiences at home.

Credit is due to all those in IND who were involved in such a notable 'first'. Further export orders have already been secured for the NCS1, which is in quantity production for the Royal Navy.

Appointments

The following appointments within the Company have been announced:

John Campbell, of FARL (New Road) is transferring to ADD in the capacity of Engineering Manager.

T.C. Munchin is appointed Leading Hand (Wiring - Night-shift) in FCD, as from 11 September.

Peter Martin is appointed Leading Hand (Wiring), also within FCD, as from 18 September.

Mr. M.G. Meakin, previously Assistant Production Manager, FCD, has been appointed Production Manager of ADD as from 5 September.

In consequence of the appointment of Mr M.G. Meakin as Production Manager ADD, the following changes have been announced in FCD:

Mr. D.K. Webster to be Assistant Production Manager
Mr. H.A. Corthorn to be Chief Production Engineer
Mr. G.P. Tether to be Manager of Test Department
Mr. G.W. Greenfield to be Section Leader, Methods Department.

Mrs. D.M. Reddington has been appointed as Leading Hand (SPA) in FCD Production Department.

Mr. L. Cobley has rejoined the MAV Production Team.

Dave Betts has been promoted Section Leader (Planning) MASD.

WHERE ARE THEY NOW?

Paul S. Tucker, an early apprentice of the Company, and formerly in Gear Division, who went to Dartford when the Gear Division moved to Lowfield Road, and was appointed to various managerial posts within Baldwins - a GEC-Elliott's Company - has now left the Company and taken up a post as Sales Manager with ESL Engineers (Basildon) Ltd.

Aviation Service and Repair Division GOLF

Aviation Service and Repair Division have only entered the inter-divisional golf competition for three years, but during that time have won on two occasions and finished runners-up on the other.

They won at the first attempt in 1978, finished second in 1977 and have recently completed their fixtures for another win this year. Of the seven scheduled fixtures, two were conceded and four were won by two matches to nil. ATED managed to avoid the clean sweep when one of the two pairings was halved.

During the three years the team has entered the competition, they have been virtually unchanged throughout and it is possible that this is a big factor in the success of the team.

The side, who are all members of Gillingham Golf Club, are Bob Duhig, Vic Cass, Mick Farahar and Sam Baldwin.



L to R: Bob Duhig, Vic Cass and Sam Baldwin. (D) Mick Farahar was unavailable at the time of photograph being taken.

Acknowledgement

Lynda O'Shaughnessy wishes to thank all the friends and colleagues of her late husband John, who died so tragically recently, for their sympathy and generous donations.

The money donated has been used to provide a memorial and rose tree in memory of John.

COMMERCIAL ACTIVITY

As Avionics continue to make the news, so do the products of Marconi Avionics, and the Farnborough Show 1978 is no exception. New products exhibited by the Company for the first time included; i) a newly developed 'mono-hud', foldaway head-up display for airliners, which presents in the new forward view all the information required by the pilot for landing and take off; ii) The Stores Management System which is in full production for UK and Italian Tornado aircraft; iii) a new airborne miniature camera; iv) the 'Supervisor' sensor payload of the 'wide eye' remote-piloted helicopter.

Other products on view were the 'Fly-By-Wire' system of flight control together with optical data transmission links and the full speed regime autothrottle for the Boeing 747.

Radio navigation and communications: AD 130 Anti-sub DF and Homing receiver. Push-button frequency preselect controller AD 380 ADF with AA 3809; AD 2770 TACAN System; AD 980 Central Suppression Unit.

Acoustic processing and displays: the new LAPADS system as ordered for Sea King helicopters.

Heli-tele 'ball' sensor: the spherical gimballed television camera package which can be mounted externally on helicopters to enable highly stable pictures to be taken from long range with high magnification.

At the Farnborough Air Show the maritime aircraft display was visited by Prince Charles and his two brothers, Andrew and Edward. They took a keen interest in the acoustic processing consul and their searching questions were very ably answered by Pat Keast of MASD.

COPING WITH STRESS

Transcendental Meditation

An introductory lecture was held in the Main Canteen on Wednesday, 4 October 1978, as an extension to the spread of the scheme throughout Medway.

"Transcendental Meditation brings enlightenment by dissolving stress and strain from body and mind."

For further details contact Social Club Secretary Int 217.

A Static Note! ☆☆☆

These days even the most ignorant of us are probably aware of the damage which can be caused to C-MOS integrated circuit devices by static electricity.

In a certain company, a committee, sitting to ponder over the problem of service engineers damaging more desks with their nylon shirt static than they were sent to repair, made the following recommendations.

- All service engineers were to be issued with weatherhouses which they were to carry at all times.
- No servicing would be attempted unless the little man with the umbrella was out.

In order to enforce the above regulations the committee further recommended that:

- The passageway to the service engineers' exit should be carpeted with pure nylon carpet.
- That 'corona' discharge points be mounted around the periphery of the exit door.

Thus any engineer contemplating a customer visit when the little weatherhouse lady was out would automatically be electrocuted by his own static.

J-GATE.

IN DIV'S OFF THE BEATEN TRACK.

STARRING

FRED KELLY

AND

BLANCO SILVER

WONDERDOG.

2.

TEBEASURE DATS A FUNNY LOOKING HARE ON MICK KELLY'S FOOT!

AT THE SEASIDE.

1. DUMPTON PARK

WINTERGARDENS RAMSGATE

VIOLENT RUDD AND HER BOUNCING BEVY OF BUNNY GIRLS WITH CHRIS POTTS PERFORMING DOGS AND MAGICIAN AND MACIAN JOCK INSH (HE FILLS THIS STAGE WITH CABLEFORMS)

THE POOR MAN'S WEINSTEINER I AM A TWO DOG OWNER

BLANCO SILVER COODIES

"HE LOVES THE WATER NOW FOR THE BEACH"

3. LATER

GREYHOUND SHOWER BATH

DO ALL IRISH GREYHOUNDS WEAR GLASSES?

NO ONLY THE WINNERS

1

2

BAXTER WAS HERE

YAMAHA BRING BACK BUTTONS

Blanco Silver

Having an adverse summer this year, 'Blanco' has only just decided to go to the seaside (with bucket and spade) so for the next few months he is running at Dumpton Park, Ramsgate. His owner Fred Kelly says 'He loves the sea and sports about the Ramsgate sands like a two-year-old!'

Fred has just taken on another greyhound (Blanco's cousin) called 'Rockgrove Pat'. Both greyhounds are from the Republic of Ireland and should soon be going like a bomb.

A Lament

CROSSWORDS
 Difficult clue (anagram) to the crossword fanatic are fine. But who is the 'lirbmut' who 'userped' our intelligence in the News No 9?
 'Dtes' is cheating - for 'urn' we hadn't a clue. The answers were 'trite' to 'inflict' on us
 'Ennu' had to 'ensue' -
 Forty across seemed 'real' enough
 'Spa' wasn't hard to find
 'Nettle' 'nor' 'kettle' 'astor' be right
 And 'enigma' 'sprang' to mind -
 'Sine' was the answer to nine alright
 'By gum!': Number twelve's 'No-Go' -
 Who shouts 'ureka' at this 'dud' of a puzzle
 Wins MM (tween 'AH' and 'OH')

M. Warner FCD Design

EDITOR'S NOTE

Our face is red, we do our best,
 Your help would be appreciated.
 So go to it with great zest,
 And produce one, 'twill not be hated!

REVIEW

There is shortly to be published a booklet of Poems "Winds of Change" by John Guy, published by Outposts Publications @ 50p. This is a delightful collection of short poems, reflecting the moods and aspirations of an individual. Twenty poems of varying length and intensity of feeling. Nostalgic, inspiring and wistful, they are all these.

The booklet is well set out and printed, clear and easy on the eye. The author, John Guy, an employee in FCD Inspection Dept., has decided to donate the proceeds to the Great Ormond Street Hospital for Children, London—a worthy cause at any time.

We recommend the book to all who like to "think on these things", and to give help to a worthwhile institution; at the same time encouraging a young man of undoubted talent.

By permission, we reprint a selected poem from the book.

A LIFETIME'S LOYAL SERVICE

And is it all worth it
in the end?
A bunch of flowers
or a gold watch
to say you made it.

You give up
the best years of your life
— and for what?
Nothing, outside of love
is worth that sacrifice,
that futile race
to the grave.

And who will thank you
at the end of it all,
who will remember
your name —
or how to spell it
on the wreath?

John can be contacted on Int 426 and he would be pleased to supply copies of the book, price 50p, or advise where to purchase.

British Pasta! It's the real thing

A lot of people are still a bit hazy about pasta. What it is. Where it comes from. And how to cook it. So if you think that macaroni invented the wireless, read on!

Pasta is, in fact, one of the fastest-growing 'new' foods in Britain. With its high protein and nutrient content, it makes an ideal accompaniment to meat and fish, used in place of a vegetable or salad; it also makes an ideal 'extender' for small quantities of protein foods.

The word itself is the family name for all the many shapes made from finely ground wheat and water which produces a semolina paste that is extruded into different shapes and then dried.

There are at least forty types of pasta for adventurous cooks to choose from: the vermicellis (thin, thread-like ribbons so good in clear soups); sheets of lasagne, including green lasagne which gets its colour from spinach; broad or ribbon noodles; the pasta shapes so popular with children like hoops, wheels, stars, spirals, shells, and many others.

Long pastas, like spaghetti and lasagne, are dried hanging over rods which pass through large driers to ensure thorough and even drying. Folded pasta, like noodles and vermicelli, are dried on wire trays which enable the finished product to retain its shape.

Although pasta was actually invented by the Chinese, much of its development is attributable to the Italians who really went to town on it. In fact the word macaroni is a summing up of their first reaction to this new food: in rough translation it means 'how nice' or 'what dear little things'.

But most of the pasta we eat in Britain is also made here. In 1976, we produced 27,910 tonnes — and even managed to export some to Italy! We've got a very long way to go though, before we catch up with the Italians — indeed with the rest of Europe — in the pasta eating league.

At the moment we eat about two pounds of pasta per head of the population each year, according to the manufacturers of Record pasta, a leading all-British quality pasta. Although this should rise to almost three pounds by the early 'eighties', it's still way behind Germany with 10 lbs per head per year, France with 15.5 lbs per head per year and top-of-the-table Italy, with a staggering 60 lbs per head per year. But at least we've made a start in the right direction!

As well as making attractive main meals — like Hungarian goulash on noodles, beef Italienne with spirals, macaroni à la Grèque, chilli con carne, sweet and sour pork with noodles and fish dishes served on beds of shell-shaped pasta — pasta makes super

snacks too. And it freezes so easily. For frozen pasta, it's best to slightly undercook it so that it cooks to the correct point when re-heated.

If you want further information about different pasta and how to prepare and freeze it just drop line to Pasta Foods Ltd., at St. Albans, Herts.

POOH PUDDING

Serves 8-10 Approx. Cooking Time: 30 mins

A pudding for special occasions, that should be a favourite with the kids. And with mum, too, since it can be prepared in advance and frozen undecorated.

Ingredients:

6 oz (150 gm) shortcut macaroni (or any shortcut pasta)
6 fluid oz can evaporated milk
3 tbsp clear honey
3 eggs
¼ oz (18 gm) gelatine
½ pint (300 ml) double cream

Decoration:

caramel wafer biscuits (or sponge fingers)
whipped cream
crushed brandy snaps or corn flakes

Method:

Cook the macaroni in boiling salted water for 7 mins. Drain and mix with the evaporated milk and honey, while still warm. Beat in the egg yolks. Dissolve the gelatine in little cold water and add to the pasta. When on the point of setting, fold in the whipped cream, and finally the stiffly beaten egg whites.

Line the base of an 8" cake tin or mould with a circle greaseproof paper. Line the sides of the tin with biscuit standing them closely together. Fill the tin with the mousse mixture. Chill until set. Unmould onto a plate. Decorate the top with piped cream and crushed brandy snaps.

TO FREEZE:

Leave the pudding in its tin, undecorated. Overwrap with foil and freeze. Can be frozen for up to 4 months. Thaw at room temperature for 4 hours. Unmould and decorate as above.

MEXICAN FRANKFURTERS

Ingredients

8 oz 'Record' Lumachine Shells
14 oz can of tomatoes
1 med. onion, thinly sliced
seasoning, pinch rosemary
green pepper, cut in chunks
8 oz frankfurters, sliced
4 rings pineapple

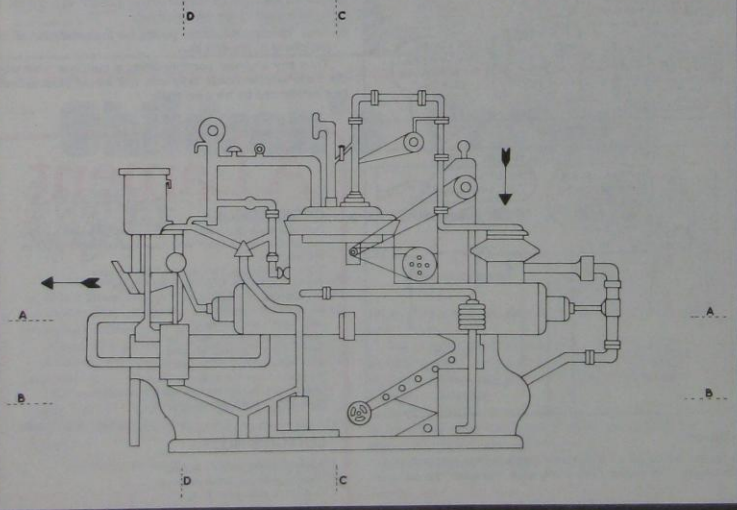
Method:

Turn tomatoes into a measuring jug and make up to 1 pint with water. Bring to the boil in a large pan then stir

VALUE ANALYSIS

RELATED TO WASTE DISPOSAL

CAN YOU REDUCE THE DEVICE, from its complexity, to meet the needs of the Design purpose — the disposal of waste matter, inserted at ↓ and output at ←



We are indebted to the 'LANCET' for this report, which throws some light on real dietary matters.

Dietary Goals

An important document has just been published by the US Senate Committee on Nutrition and Human needs. The Chairman, Senator George McGovern, expresses his conviction that "the eating patterns of this century represent as critical a public health concern as any now before us. We must acknowledge and recognise that the public is confused about what to eat to maximise (?) health. . . . We have an obligation to provide practical guides to the individual consumer as well as set national dietary goals. Such an effort is long overdue." The Committee sets out 6 dietary goals based on scientific testimony and recent reports, including fifteen sets of guide-lines, mostly about prevention of coronary heart disease, from expert and official bodies.

Goal One is to increase carbohydrate consumption to between 55% and 60% of the energy (caloric) intake. The Committee shows its professionalism by starting with what should be increased, to compensate for the reductions entailed by the other five goals. Present total carbohydrate consumption in the USA, as in Britain, is 46% of dietary energy, about half in the form of sugar. The increase should be in the form of complex carbohydrates or starchy foods such as

onion and the Record shells. Season and simmer gently for 8 minutes. Add green pepper and frankfurters and continue cooking for a further 8 minutes. Pile onto a heated dish and garnish with pineapple rings.

MACARONI CHEESE BURGERS

Makes 10 Burgers

Ingredients:

- 6 oz 'Record' Short Cut Macaroni
- 2 hard boiled eggs, chopped
- 3 oz margarine
- 3 oz flour
- ½ pt milk
- 6 oz cheese, grated

Seasoning

- For coating: 2 eggs, beaten
- Breadcrumbs
- Oil for frying

Method:

1. Cook the Record macaroni for 8-10 minutes in plenty of boiling salted water. Drain and rinse under the cold tap until cold.
2. Make up a thick cheese sauce, by melting the margarine, add the flour and cook for 1 minute. Gradually add the milk, stirring continuously. Remove from heat, add cheese, mustard and seasoning.
3. Add the Record macaroni and chopped eggs. Leave to cool.
4. When cool and firm, shape into 4 oz round flat burgers, coat with egg and breadcrumbs. Shallow or deep fry, until golden. Serve.
5. The burgers may be frozen and fried straight from the freezer.



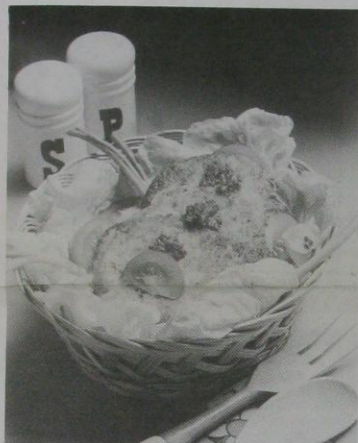
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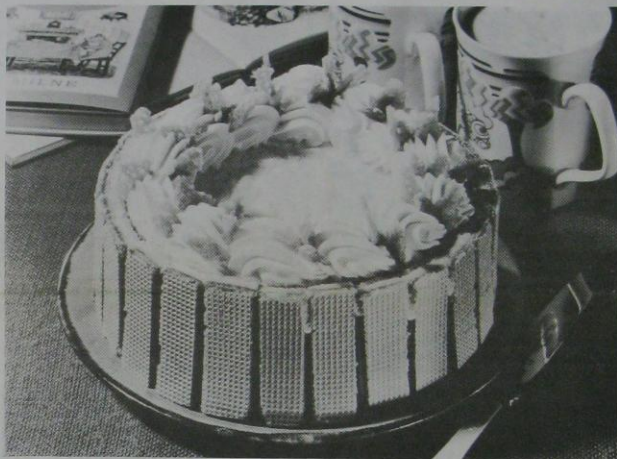
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Macaroni cheeseburgers.



Pooh pudding.

Photographs by Waller Studios, Luton.

FOR HEALTH

vegetables, fruits, and whole grains that also contain many other nutrients including dietary fibre. A day's allowance of protein from whole grain cereals, legumes, and nuts costs less than the equivalent amount from most types of meat. This first goal will surprise those (one hopes few of them are medical people) who still imagine that starchy foods are unhealthy or that bread and potatoes are especially fattening.

Goal Two is to reduce fat consumption from over 40% down to 30% of energy intake. This goal is in the same direction as official British advice but goes further. 30% of fat is rather less than was available in Britain during 1939-45 war, but more than the content in traditional Mediterranean cookery. Fats are the most concentrated source of energy in the diet and so favour obesity. Many fats provide empty calories—they are not associated with the mixture of micronutrients found with complex carbohydrates. There are, in addition, epidemiological associations of breast and colon cancer with fat intake, unsaturated as well as saturated.

The next two goals concern the nature of the dietary fats. **Goal Three** is that the saturated fats should be reduced to 10% of total calories and balanced with around 10% monosaturated and 10% polyunsaturated fats. For comparison the present British diet is 21% saturated, 16% monosaturated and 4% polyunsaturated fats (total 41% of energy intake). The reasons for reducing saturated and increasing

polyunsaturated fats are well enough known.

The **Fourth Goal** is reduction of dietary cholesterol to about 300 mg a day because it too tends to increase plasma-cholesterol—though seemingly more in some individuals than in others. One egg contains some 250 mg of cholesterol in the yolk, but servings of liver and kidney can provide more.

The **Fifth Goal** is to reduce refined sugar to 15% of dietary energy from the present estimated 24%. Refined sugar in Britain contributes about 20% of total calories. While most experts believe that no clear links have been established between sucrose and heart disease, refined sugars provide empty calories and are associated with dental caries. A major source of refined sugar is soft drinks; in the USA their consumption has doubled in that past 15 years, and it is suggested that they should be eliminated from the diet.

The **Sixth Goal** is reduction of salt intake to approximately 3 g a day. Physiological requirement probably averages 0.5 g a day. Sodium intake is more and more determined by food processors rather than by the individual. This extensive addition of salt to our foods disturbs the natural balance with potassium and may well favour the development of essential hypertension.

Looking at the foods which can be used to achieve these six nutritional goals, the report shows that highly processed foods are the most likely to be high

in saturated fat and sugar or salt. In addition they very likely contain unnecessary additives such as colouring. Soft drinks account for more artificial colour intake in children than any other type of food or drink. For school and institutional catering, unprocessed foods, cooked on the premises, have sociological and economic as well as nutritional advantages over convenience foods.

Nutrition education of the public is poor. The seven (or four) basic food groups are out-of-date, they were not designed to meet our current nutritional problems. Television is said to be the primary source of information for the public today, but the advertisements for food and drink are unbalanced towards alcoholic beverages, confectionery, and highly processed foods, while fresh fruit, vegetables, fish, and nuts get hardly any time. Food labelling should show not only the essential nutrients, but also the percentage and type of fats and of sugar, the amount of cholesterol and of salt, and the calories content. These goals are similar to Scandinavian recommendations on a healthy diet, published in 1968, and subsequently incorporated in the Swedish Diet and Exercise programme and in the proposed Norwegian nutrition and food policy. These goals will be welcomed by people who think seriously about the diet of modern western man. Their major blindspot is to ignore alcohol consumption, which is increasing fast along with its pernicious effects.

RETIREMENTS

After a short stay of 4½ years, a popular and well liked Charlie Reason has retired. He served his time with Marconi Avionics in charge of the Tool Stores in AS & R and it was said of him that he was efficient, strict but fair, making sure that all equipment taken out of the store was duly returned.

A native of Sheerness, he was a Dockyard apprentice there as a Ship Fitter, and loyally served for 30 years, until the closure of the dockyard forced him to migrate from the Island. He took up a position of Timekeeper with Kent Alloys, until they closed down their sand casting activities, when he came to the Airport Site.

A sportsman in his younger days, playing tennis and football, now he carries his interest in being a spectator. He is fond of a garden and as a boy joined the Dockyard Church Choir and this gave him an interest in good music which he still retains. Due to illness, he cannot now sing – as his breathing is impaired.

Married with 4 daughters, one of whom is employed by the Company at New Road, Tech. Pubs. (Linda Reason). Of his 3 other married daughters, they have 6 grandchildren, all boys.

Before the whole division personnel, Mr. E. Fabrace recalled his qualities of efficiency, reliability and pleasant personality when he presented as a memento, coupled with the good wishes of all for a happy and long retirement, a portable radio and tea trolley, with nest of tables.



Charlie Reason. (D)



Our photograph shows Elsie (Elsa) Clements surrounded by friends and gifts to mark her recent retirement. The report appeared in our last issue.

On the day that Norman Wincell retired, his wife also retired from her job as Managers of Bewlay Tobacconists, where she had been for 26 years.

Norman, of IND Machine Shop, had been with Marconi for 10½ years, coming to us after Hobourn Aero ceased some of their operations, where he had



Norman Wincell. (B)

been for 21 years. Previously with Shorts, he also saw service in 'Dads Army' – the Home Guard. He came to officially retire, after convalescing following a hernia operation at Manor House Hospital.

His early career began in the Maintenance Dept. of the Maidstone and District Bus Co., at Maidstone, where he recalls the discipline was so strict, each person had to clock out and in to visit the toilet! How times have changed!

He was married for 40 years, before his first wife died, and then he remarried. His personal pleasures are found in motoring and cinematography, which he hopes to pursue now he has more time.

Mr. D. Harries, Production Manager of IND, on behalf of many friends and colleagues presented him with a portable drill.

'65 CLUB' ACTIVITY

The '65 Club' for retired personnel continues to meet at the Featherby Road Clubhouse, on the third Thursday in each month. A varied programme provides an enjoyable and socially worthwhile period of relaxation, laxation.

Among the recent events, the July meeting was an 'Olde Tyme' Dancing session to music provided by Brian Davis of AS & R, who also acted as compere and demonstrator.

The August meeting enjoyed a talk and demonstration by Mrs. Walker, a counsellor for Sainsbury's, who gave an interesting insight into the history and workings of the firm and revealed the secrets behind the 'own brand' of merchandise, emphasising how Sainsbury's apply and enforce rigid specifications on 'own brand' items.

September saw the Annual Produce Show, which again attracted many and varied entries. An added item this year was a short 'Harvest Thanksgiving Service', conducted by Jess Griffiths, whose talk on 'Thanksgiving' covered the changing pattern of life, and was amplified by singing suitable hymns and songs, 'The Farmer's Boy' being very well rendered.

Future programmes planned: for October, there is to be an entertainment by the 'Wallace Collection', a choir paying a requested return visit; in November, another choir – a Ladies choir – will give an evening of songs old and new; the December meeting, will this year be on 19 December (a Tuesday – not Thursday), when the Annual Christmas party will be held.

25 YEARS' SERVICE

Dick Collinson, the Divisional Manager of the Flight Automation Research Laboratory, received his 25 years' service award on Monday 24 July and was presented with a quartz clock by Mr. W.H. Alexander.

Dick first joined the Company as a Development Engineer at Borehamwood in 1953 and transferred to the newly formed 'Aviation Division' in January 1954 – the engineering department was only 10 strong at that time, so it really was a case of being in at the beginning.

His career in engineering followed service in the Royal Navy from 1945 to 1947, when he took the University of London engineering degree course at Battersea Polytechnic, graduating with a first class Honours Degree in Electrical Engineering in 1951. His first job in graduating was with the Bristol Aeroplane Company where he worked on the 'Bloodhound' Missile Control System, leaving to join the Company in 1953.

During his term at Borehamwood he worked on the Blue Steel Inertial Navigation System from the project initiation and was responsible for the first Blue Steel Navigator which was flown successfully in early 1959.

He was appointed Chief Systems Engineer of MACD in 1960 and transferred to Rochester in early 1961, and shortly afterwards was made Chief Engineer of the newly-formed Flight Automation Research Laboratory.

He became Divisional Manager of the Laboratory in 1962 and over the next three years the Laboratory activities expanded into a wide range of new developments. Examples which have since been successfully exploited are the hydraulic Quadruples Actuator developed by FCO for the Tornado and the 'strapdown' attitude sensor system developed by Gyro Division for the new generation torpedoes.

In January 1966 he was appointed Divisional Manager of Flight Instruments Division. This was the year the Company started its successful penetration of the American market and FID secured the contract for the Air Data Computers for the Lockheed C5A Galaxy in the face of fierce competition – the first of the many US contracts the Company has since acquired.

The appointment of Divisional Manager of Inertial



Mr. Alexander (L), congratulating Dick Collinson on his 25 years' service. (A)

Navigation Division followed in October 1968. The division's major task over the next two years was the development of the Navigation/Weapon Aiming System (NAV/WASS) for the Jaguar aircraft.

Dick's interests have always been directed towards the engineering aspects of the business and he undertook a staff appointment as Project Development Executive in January 1971 to cover the field of new products and technology.

In April 1972 he returned to FARL as Divisional Manager. The laboratory's activities have expanded over the last six years and a whole range of new technologies and concepts have been initiated and developed for the product divisions to exploit, ranging from fibre optics for the Boeing YC14 flight control system to helmet mounted displays and sighting systems – the latest distinguished wearer of FARL's helmet has been the Right Honourable Mrs Margaret Thatcher!

Dick lives at Loose, Maidstone and has 2 sons aged 18½ and 17 and a daughter of 14.

In 1935, on leaving Rochester Technical School, Harold Frederick Bignell sought employment at Shorts, and in those difficult times was successful.

He remained there until, in 1943 he went to General Aircraft at Feltham in Middlesex.

From 1944 to 1947 he was in the Army, and became Staff Sergeant in REME, serving the whole time in Palestine. On returning to civilian life, he became an employee of Chatham Dockyard, before joining Blaw Knox in 1948 as a Blacksmith.

Joining Elliotts in 1953 as a fitter, he saw service in Aviation Div., Gyro, MAC and FID. He was for a time a temporary instructor at the Apprentice Training School, before joining CMS as a Fitter/Toolmaker.

Ill health caused him to have 6 months off duty, and he has now transferred to CMS Inspection.

His hobby is photography, but in his younger days he was a keen cyclist, and member of the local cycling club.

He is married, and his wife is keen on pottery making, which caused Harold to show his skills, by providing a 'Potter's Wheel' using a gramophone turntable!

His chosen gift of a clock, was presented to him by Mr. P. Burrows, Production Manager CMS, before the personnel of the Division.



H.F. Bignell. (C)

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 (continued)

SAILING SECTION

The 1978 Annual Visit to the Blackwater proved as enjoyable as ever for the stalwarts who attempted to uphold the honour of Rochester against Chelmsford and Basildon. A number of cruisers sailed up the Medway to support the event, and about half a dozen dinghies of various classes went up by road to do battle under competitive conditions.

The first race began at 11.30, with a mixed fleet of Enterprises, 420s, a Laser, a Dragonfly, a Tasar and a Solo. The race was closely contested throughout, the most tricky part being 'short tacking' up the shore at the start and finish, to keep out of the very strong ebb tide. The Tasar found particular difficulty here, due to its having a long dagger board, and went aground several times.

The race was won by the Solo, who beat Rochester's Gordon Belcher by only 20 seconds on corrected time. Overall, on a team basis the race was won by Marconi Sailing Club.

After an enjoyable lunch break, the second race got under way at 14.30 when a longer course was set. A better start seemed certain for everyone, except for the Rochester team, who found 3 of their number over the line at the start, and a fourth caught in irons. There seemed to be more wind than during the morning, and the Tasar was able to demonstrate its reaching performance to advantage, although a local Hornet offered strong competition. However, after the race, it was found that the automatic timing system had developed a malfunction and it was therefore impossible to declare a result.

Tea and clearing up followed, and people began to go their various ways, some stayed for a Social Evening, others returned home after a long but very enjoyable day. All are now looking forward to the next time.



General view of Marconi Sailing Club.

The results of the contest held on 1 July 1978 were as follows:

Race start 11.30 a.m. Results - Handicaps corrected

Club	Skipper	Position	Boat
MSC	F. Saville	1	Solo
MAV	G. Belcher	2	Enterprise
MAV	R. Stone	3	Laser
MSC	J. Witter	4	Enterprise
MSC	C. Leveridge	5	420
MSC	R. Greygoose	6	420
MAV	C. Stone	7	Dragonfly
MSC	R. Durrant	8	420
MAV	A. MacFadyen	9	Tasar

Race start 14.30 Estimated Results - Handicap corrected
(The timing mechanism broke down. Manual figures are taken in compilation)

Club	Skipper	Position	Boat
MSC	F. Saville	1	Solo
MAV	G. Belcher	2	Enterprise
MSC	J. Witter	3	Enterprise
MSC	R. Greygoose	4	420
MAV	R. Stone	5	Laser
MAV	C.F. Stone	6	Dragonfly
MSC	C. Leveridge	7	420
MSC	R. Durrant	8	420
MAV	A. MacFadyen	9	Tasar
MSC	Todd	10	Hornet

These contests were supported by a flotilla of cruiser boats, consisting of a Golden Hind, skippered by J.E. Pateman, a Macwester 26 by Malcolm Moulton, a YM 3 ton by George Bull and an S Class skippered by Brian Herring.

As we go to press we learn that the Marconi Sailing Club has invited Mr. J.E. Pateman, CBE, our Managing Director, to become President of the Club.

For Sailing Section activists, the "Laying Up" supper is to be held on Saturday, 3 November 1978, at the 'Lion and Lamb' Hotel, Chelmsford, 7.00 pm for 7.30 pm. Colwyn Stone will be making arrangements for the Rochester contingent to attend. Names and any enquiries should be given to him, Int-Tel 614.

WADO-KAI

The Chatham WADO-KAI announces a **Beginners Course**, to commence on Tuesday, 10 October 1978, in the Scout Hall (at the junction of Featherby Road & Broadway, Gillingham) at 7.30-9.30 pm. Instruction by S.J.C. Packham (First Degree Brown Belt) under the supervision of P. Jefford (2nd Dan, Black Belt).

Price 50p per lesson. For further details contact S.J.C. Packham on Medway 401282 (evenings) or Int 379.

BAT AND TRAP

The season which has just ended for Bat and Trap passed off very successfully, even though the wet and windy weather at times made the going very difficult.

Four leagues catered for 32 teams, with many close results, most matches being decided by the 1 point.

League leaders were

Division 1 AS & R 'A'	Division 3 ATE 'C'
Division 2 CMS 'A'	Division 4 FCD 'A'

In the semi-finals FCD 'A' beat ATE 'C' and CMS 'A' beat AS & R 'A'.

The Final resulted in FCD 'A' being the trophy winners, with CMS 'A' as runners up. In the play-off for third position, ATE 'C' beat AS & R 'A'.



The victorious FCD 'A' team. (A)



The losers! (A)

CRICKET SECTION

The annual Dinner of the section was held on 22 September and attracted a gathering of just on 100 people, intent on having a good time. Guest of Honour at the dinner were the Deputy Mayor and Deputy Mayoress of Gillingham. After dinner the Deputy Mayor (Cliff Frank Shaw) made the presentation of awards.

Awards were presented to:

Jim Crick (ADD) - Clubman of the Year, **Peter Jones (ASSOC.)** - Batman of the Year, **Dave Hayward (ASSOC.) (CAPT.)** - Bowler of the Year, **Neil Hunt (ISD)** - Single Wicket Champion.

Small presentations were also made to club helpers: Christine Crickmore (Catering Officer), Barbara Powell, Julie Dedge, Peter and Jan Blake (Scorer).

A bouquet was presented to the Deputy Mayoress by Vanessa Price.

Activity

The Elliott Cricket Club are taking part in the Medway AKCC 6 A-Side Winter Indoor Cricket competition, and are scheduled to play matches on 14 October, 11 November and 9 December at the Casino Sports Centre, Maidstone Road, Chatham. Anyone interested in supporting the team, please contact Bill Burke, Int. 647.

Results

The 1978 Season was hit with inclement weather, but a successful time resulted. The final results were Played 28. Won 13. Lost 9. Drawn 6. Cancelled 5.

ELLIOTT PHOTOGRAPHIC SOCIETY - Programme 1978

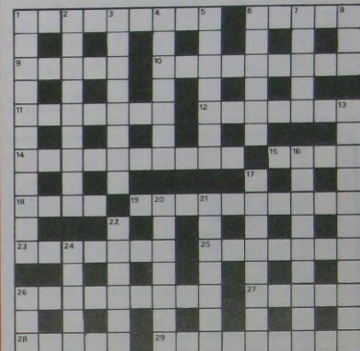
- Oct 14 KCPA Slide Competition at Hildenborough (Sat) Village Hall 6.30 pm.
- 18 **Practical** - Practise back lighting as demonstrated on 4 October.
- 25 **Competition** - Elliotts v Sheppey v Oakwood 8 Prints + 8 Slides (1 Colour)
- Nov 1 **Results Evening** - Members bring results of previous practicals.
- 9 **Competition** - MTPA Slide Battle at Mountbatten Club, Chatham 7.30 pm.
- 15 **Practical** - Glamour/Figure evening.
- 22 **Slide Evening** - Viewing slides, to select entries for January 10 Competition.
- 29 **Lecture** - J. Wigmore "Use & Misuse of Lenses"
- Dec 6 **Competition** - Elliott 'Photographer of the Year' contest.
- 13 **Practical** - Visit Sittingbourne and photograph street decorations.
- 20 **ANNUAL DINNER at HASTINGS ARMS 8.00 pm.**

ROYAL AERONAUTICAL SOCIETY (Medway Branch)

The programme for 1978/79 is as follows:-

- 11 Oct 1978 **High-speed aircraft design.** Rod Neilling British Aerospace.
- 1 Nov **Film 'Darn Busters'** 7.30 pm.
- 9 Nov **'Battle of Britain'**, Derek H. Wood.
- 13 Dec **'Imperial Airways and BOAC Flying Boat Operations'**, Capt. J.C. Kelly OBE, FRAS.
- 10 Jan 1979 **Military Aircraft of the Soviet Union.** John W.R. Taylor, F.R. Hist S, MRAeS, FSLAET.
- 14 Feb **Subjects and Speakers to be announced.**
- 14 March
- 11 April
- 9 May **Annual General Meeting.**
- Membership Subscription is still 50p per annum, and the Treasurer is Mr. J. Dear, Sales Manager ISD.

PRIZE CROSSWORD Crossword No. 11



ACROSS

- 1. A cut throat account (9)
- 6. A Roman two hundred with our (5)
- 7. Too much in the fridge (5)
- 10. Neither one thing or the other (5)
- 11. Does reading it end violence? (4, 3)
- 12. Fooling around (7)
- 14. The French hated, caused head loss (10)
- 15. Two of a kind (4)
- 18. Serious promise and threat (4, 3)
- 19. A runner causes false start (4, 3)
- 23. He wears a white rose (7)
- 25. A cure for the itch (7)
- 26. Home rug maker is a tycoon (4, 1, 4)
- 27. Scottish town (5)
- 28. It goes with hallelujah (5)
- 29. In taking it apart (9)

DOWN

- 1. A place of rehabilitation (11)
- 2. His interests are animals (9)
- 3. He takes it back in print in a way (5)
- 4. It's a silly thing (7)
- 5. A flower for the border (7)
- 6. Mussolini did it for the Italian trains (2, 4)
- 7. Belief as sung (5)
- 8. Not walk (3)
- 13. Autumnal effects (3, 2, 3, 3)
- 16. They gather together after dark (5, 4)
- 17. The production workers' lament (8)
- 20. Without a prototype (7)
- 21. Beds and adverts, to give mail (7)
- 22. To have in laws twice or more (6)
- 24. The sport show of riders? (5)
- 26. A face and loser (3)

Name

Address

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Division

Department

Closing date for entries

28 NOVEMBER

Entries to: MAV NEWS, MEZZANINE FLOOR, TOWER 1 (marked 'CROSSWORD').

£5 Premium Bond for sender of 1st correct entry opened.

SOLUTION TO CROSSWORD NO. 10

ACROSS

- 1 Haversack, 2 Arose, 9 Press, 10 Club-heads, 11 Tapered, 12 Keenish, 14 Eliminated, 15 Emil, 18 Into, 19 Spoil-sport, 23 Eleanor, 25 Trample, 26 Reichstag, 27 Anita, 28 Broom, 29 Carpentry

DOWN

- 1 Hypothesize (size), 2 View-point, 3 Restrain, 4 Arcadia, 5 Knuckle, 6 Aching, 7 Okapi, 8 Emg, 13 Hold the baby, 16 Most point, 17 Escapade, 20 Pirate, 21 Integer, 22 Anthem, 24 Elite, 26 Rib.

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

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