

# MARCONI AVIONICS NEWS

House Journal of Marconi Avionics Limited

### MOTTO FOR THE MONTH

'All the flowers of all the morrows,  
are the seeds of today.'

## MARCONI AVIONICS OPEN LECTURE 1981

On Friday 13 February, Professor Reginald V. Jones, C.B., C.B.E., F.R.S. gave the Marconi Avionics Open Lecture at Kent University, Canterbury.

Professor Jones who has a distinguished scientific and academic record was well chosen to present this lecture. His achievements and activities occupy some 5 inches of space in 'Who's Who', among which we learn of his appointments as Scientific Advisor and Consultant to the Air Ministry, Admiralty

and Ministries of Defence and Supply, to mention only a few. Before proceeding onto Canterbury, the Professor spent the day at Marconi Avionics Works, where he learned of the AOS 901 and discussed this world-beating system with the members of the AOS 901 team.

Our photograph shows Professor R.V. Jones (centre) with MASD members, in a jovial mood as he scans the read out from the AOS 901.



## VIP visit

The Vice Chief of the Air Staff, Air Marshal Sir David Craig accompanied by his Personal Staff Officer, Squadron Leader Keith Moore, visited Rochester on Tuesday 17 February. Following a discussion and presentation on the Company products in the morning the Air Marshal visited ISD, MASD, ADD and FCD in the afternoon.



Mrs. Pamela Hancock, Wiring Section, enjoys a word with the Air Marshal



Mr. John Townsend, Tester, ADD shows how its done.

## A NEW COMPANY FOR THE AIRPORT



Unveiling the plaque. (A)

The first major development of Airport Services since the company took over the management of the Airfield for Rochester-upon-Medway Borough Council has recently been completed.

In these days of recession and withdrawals it is good to report the birth of a new company - Air Medway - an air taxi and charter firm which has established itself at the Airport.

Marconi Avionics Ltd. has provided encouragement and assistance in getting the new company 'off the ground'.

The inauguration ceremony was held on 23 February 1981, when the Mayor of Rochester-upon-Medway, Cllr. Gordon Wickison unveiled a plaque. Mr. Tony Mack, the Managing Director of Air Medway gave details of the new company and its plans, to a large and representative audience, which included the local Member of Parliament Mrs. Peggy Fenner, Councillors and the Borough Chief Executive and representatives of the Chamber of Commerce, Civil Aviation Authority, Customs and Excise, Kent County Police, local industries and media.

### TO WHOM IT MAY CONCERN.....



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 Rod Cole, MASD Dave Lucas, ADD  
 Barry Wallington, Apprentice School  
 Colin Matthews, PSD

Others are required for: AS & R (New Road), ATE,  
 CQD, GYRO, ISD, RAS.

Volunteers should offer their services through Divisional Administration  
 Officers or direct to Editor.



**Rochester Cathedral  
 Flower Festival**  
 19th-21st June 1981

As previously advised this festival, staged in the Cathedral, will be on 19-21 June 1981.

The event is being supported by the Company who are funding publicity material. Members of AS & RD Technical Publications Department are currently engaged in graphic design and production.

A special exhibit lasting one month, covering the period of the festival will be staged by the Company, in St. Andrew's visitors centre. This centre, located in the Cathedral grounds, is open daily and has exhibits of a specific nature regularly.

**HOUSE FOR SALE**

Semi-detached house in small cul-de-sac convenient for Airport Works.

Lounge: double glazed  
 Dining room: double glazed  
 Kitchen  
 3 bedrooms  
 Bathroom, separate toilet  
 Central heating  
 Garage

Price £24950

Address:- 4, Huntsmans Close,  
 Pattens Lane,  
 Rochester. Telephone Medway 812337

**CASTAWAY**

For this months castaway we have taken ourselves across the airfield to find Miss Ann Bloore, who is the Confidential Secretary to Mr. J. Casey, Divisional Manager.

Her choice of music and books is as follows:

**MUSIC**  
 Sergio Mendes and Brasil 77—a tropical island, just the setting for this excellent Latin American group.  
 The Greatest Hits of Dionne Warwick—a long time favourite, just the thing to help one relax.  
 Starring Fred Astaire—to keep my toes tapping.  
 Rumours by Fleetwood Mac—one of my favourite albums, something to sing along to.  
 Morning Dance by Spyro Gyra—one of the few instrumental records I really enjoy.  
 An Evening with the Five Penny Piece—an amusing record, reminds me of my Lancastrian origin.

**BOOKS**  
 Lord of the Rings by J.R.R. Tolkien—I have started this book many times, maybe I could sit down and eventually finish it.  
 Eagle in the Sky by Wilbur Smith—having just read this book, I would like to read it over again carefully, to take in the finer details.  
 Omnibus of James Herriot Adventures—all his books are very enjoyable and never fail to make me laugh.

**Congratulations**

PSD personnel congratulate Christine Swain on attaining her 21st birthday on 24 February 1981. Christine is a Clerk Typist within the Production Department, in Portlagooville.

The members of the Wages Department offer their congratulations to Mrs. Pat Graham, MAV Accounts on becoming a grandmother. The grandson weighed in, on Friday the 13th at 7lb 13oz. Not a bad omen!!

Congratulations and best wishes from all MASD personnel to Christine Green and Mick Smith on their engagement on 7 April 1981. Both are employed in MASD. Mick is a Planning Engineer and Christine is a Clerk Typist.

To Jan and Simmon Milburn, a daughter - Nicola Clare, on 11 February 1981. Jan formerly worked in FCD Admin. Office and Simmon is in ADD Engineering.

Congratulations and best wishes from all friends and former colleagues.

PSD Production would like to congratulate their favourite apprentice - Brett Ongley on his engagement to Miss Julie Parsons on 14 March 1981.

**To show we care**

During the recent R.N.L.I. week a collection for the Institution on the top floor of Phase III building realised £23.84.

The cause is a worthy one and being an entirely voluntary organization is constantly in need of help. To this end an envelope for donations is located at the entrance to the Technical Publications Department. We have many people who go down to the sea with ships or boats etc. who may feel disposed to patronise the gift shop operated by Trevor Reeve of CACD QA (Int. 310) which helps the funds of the Charity.

Help now, you may supply a need later on.

**OBITUARY**

We regret to record the death of the following personnel and express our sympathy with the relatives in their loss.

**Dick Sharp**  
 Dick commenced his career with the Company as a Wireman in IND. He later moved to the old Model Shop in the then TAC Division, as a Prototype Wireman and was later promoted to Leading Hand. On the merger, forming FCD, he moved onto the Production Floor as a Chargehand Wireman, later becoming Foreman of Wiring of his demise.

He leaves a widow, one son (a Policeman) and a 15 year old daughter. He was a very happy personality and will be missed by his workmates, as well as by his family.

**Vic Day**  
 Though Vic had only been with the Company a comparatively short time, having started in 1978 as an Electrical Inspector, he had made a substantial contribution to the success of his department. He died at the age of 50 after a short illness.

**John Robert May**  
 A well-known and respected member of the staff, John had had two spells of employment. He first joined the Company in 1961, as a Chief Inspector, and then left in 1976 but rejoined in January 1977 as a P.A.O.

He leaves a widow, two sons and a daughter. His eldest son and daughter remained in Wales, on the family's return to Kent.

**John Lane**  
 We regret to announce the recent sudden death of John Lane, Contracts Manager in Gyro Division since April 1976.

John joined MAC Division in 1968 as a Senior Contracts Officer after a long career with EMI. He was highly regarded by colleagues and customers for his knowledge of HMG Contract Conditions and established many friendships at MOD and at MSDS.

We express our sympathy to his widow and family in their sad and sudden loss.

**Maurice Dick**  
 Maurice was formerly employed as a Test Engineer in IND, before emigrating to South Africa. His death, in Pretoria S.A., where he was employed on top secret arms projects came as a shock to his many friends and former colleagues. The circumstances of his tragic demise are now being investigated.

**Marriages**

On 21 February 1981, at the Salvation Army Citadel, Chatham, Mike Cooke married Cheryl Harris. Mike is a Progress Chaser in CACD. His colleagues and friends subscribed to a wedding present wishing the happy couple a long, happy and successful partnership.

An expensive period - pre-Christmas - for ISD Contracts Department, when various members decided to enter into matrimony - inflation notwithstanding.

Robert Curtis (Contracts Officer, ISD) to Clare Johnson a Clerical Assistant at Seaboard on 4 October 1980, at St. Mary's Church, Rochester.

Roger J. Smith (Deputy Contracts Manager) to Lenora Chandler, a popular lady from Marconi Avionics Inc., Fort Worth, USA, at the Court House, Grapevine, Texas, on 24 November 1980. Lenora is now working in ADD.

Andrew France (Contracts Officer, ISD) to Julie Moore, Technical Typist ISD, on 6 September 1980.

**Kitchen Kapers**

**WARWICKSHIRE CHOPS AND CHESTNUTS**  
 Ingredients: 8 lamb chops (4oz each)  
 2oz dripping  
 ¼ lb finely chopped onions  
 1oz flour  
 1pt brown stock  
 1¼ lb boiled and peeled chestnuts  
 salt and pepper

**Method:** Fry the chops lightly in the dripping until sealed. Remove and arrange in an ovenproof dish. Add the onions to the dripping and fry until soft. Stir in the flour and cook for a few minutes, gradually blend in the stock and bring to the boil. Add the chestnuts and season to taste with salt and pepper. Pour the sauce over the chops, cover with a tightly fitting lid and simmer. Bake in the oven at 350°F (gas mark 4) for 1 hour.

*Pork chops can also be used in this recipe.*

**SPEECH HOUSE PUDDING**  
 (6-8 portions)  
 Ingredients: 4oz butter  
 4oz sugar  
 2 eggs  
 4oz flour  
 6oz jam  
 pinch salt

**Method:** Beat the butter and sugar until light and creamy. Separate the eggs and gradually beat in the yolks. Sift the flour and salt and fold in lightly. Beat the egg whites until stiff and carefully fold into the mixture. Fold in the jam to give a marbled effect. Spoon the mixture into a greased 2pt pudding basin, cover with greaseproof paper and steam for 1½-2 hours. Turn out and serve with jam sauce.

*This was a speciality in the Forest of Dean and named after one of the Lodges where the Forest Law Courts were held in times gone by.*

**COVENTRY GOD CAKES**  
 Ingredients: 1lb rough puff or flaky pastry  
 caster sugar  
 ½ lb mincemeat  
 egg white

**Method:** Roll out the pastry ¼ inch thick and cut into triangles. Place a little mincemeat in the centre of half the triangles and moisten the edges and cover with another triangle. Press well together and make two slits in the centre. Bake for 20 minutes at 425°F (gas mark 7). Brush with egg white, sprinkle with sugar and return to oven for 5 minutes to settle glaze.

## A NEW SHAPE IN THE SKY - AS MACHAN GOES AIRBORNE

### Marconi Avionics air vehicle heralds a new era in unmanned aircraft

Marconi Avionics Limited, Britain's leader in electronic systems for the rest of the world's aircraft, has achieved the first flight of an air vehicle of its own. MACHAN (pronounced Ma-sham), the Company's new research aircraft, is now undergoing flight evaluation, having made its first flight from the Royal Aircraft Establishment airfield at Bedford on 19 February 1981.

The unusual shape of MACHAN derives from its role as an unmanned aircraft, to carry specialised, miniature, electronics payloads, including surveillance equipment. It typifies a new kind of air vehicle, capable of operating under remote control, over battlefields or other areas of interest. With a 12ft wingspan and an 18hp two-stroke engine, it can carry 33lb (15kg) of payload for two hours, landing at a chosen spot, on fibreglass skids.

The MACHAN programme, which is sponsored by the UK Ministry of Defence (Procurement Executive) and Marconi Avionics, includes development and proving of the air research vehicle, the ground control station and the all-important electronics payloads. As well as managing the overall programme, the Company is developing these payloads and has produced the aircraft's advanced attitude and motion sensing system, the data link and microprocessor-based ground control equipment. The latter is contained in a ground station, provided by the Royal Aircraft Establishment at Farnborough.

The Cranfield Institute of Technology is a major subcontractor to Marconi Avionics for the airframe, powerplant and advanced digital flight control system.

MACHAN, a name which derives from the old Hindi word for a tree-top surveillance platform, represents one of several involvements by Marconi Avionics in unmanned aircraft, a field of development which is growing in importance in the light of future defence requirements. This has led to the development of light-weight surveillance payloads, including television systems, and associated control and data link equipment.

MACHAN is thus an important vehicle for the development and evaluation of new payloads and for exploring the necessary operational procedures to be used with future unmanned aircraft.

#### BRIEF DETAILS OF MACHAN

##### Industry involvement:

1. Marconi Avionics Limited  
Flight Automation Research Laboratory,  
Rochester, Kent (programme management, system integration, ground control equipment).  
Electro-Optical Surveillance Division, Basildon,  
Essex (surveillance payload and data links).  
Gyro Division, Rochester, Kent ('strapdown' body motion sensor package).
2. Cranfield Institute of Technology  
Cranfield, Bedfordshire  
(airframe, powerplant and flight control system).

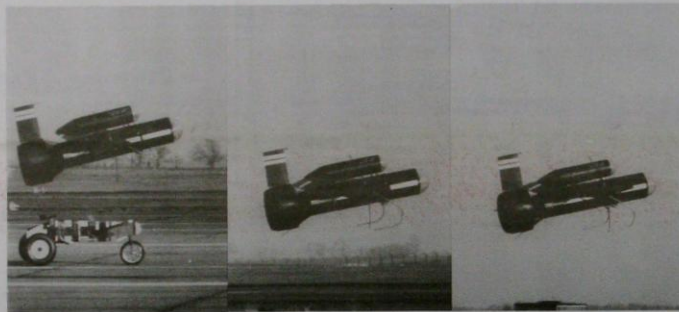
Both organizations are closely involved with the RAE in the flight test programme.

##### Aircraft description

Fixed shoulder-wing monoplane, with ducted pusher propeller, powered by Westlake twin-cylinder 18hp two-stroke petrol engine. Diamond cross-section fuselage with flying controls on empennage, comprising all-flying 'tailorons' and rudder.  
Leading particulars of model 01: length 7ft (2.13m), wingspan, initially, 12ft (3.66m), (to be reduced after initial handling trials), max speed (level flight) 115kt (59m/s), cruising speed 64kt (33m/s), gross t.o.w. 161 lb (73kg), payload 33lb (15kg), endurance (at cruising speed) two hours. Launch from 'tricycle' 'drop-off' undercarriage, recovery by conventional approach or, in emergency, by parachute.

##### Avionics

Digital, microprocessor-based flight control system, with 68MHz command link. Stability augmentation and attitude reference from three axis 'strapdown' sensor package. Command and telemetry facilities can be used in conjunction with the ground station computer for investigating outer loop control without modifying equipment on board. First payload (picture available) contains a non-gimballed TV camera to include stabilized, steerable imaging sensors.



## APPOINTMENTS

We are pleased to announce that Mr. J.A.G. Luck, Divisional Manager of our Automatic Test Equipment Division has been appointed as Managing Director of GEC Traffic Automation Limited. Whilst we are sorry to lose a valuable member of our management team, it is gratifying to see one of our number being selected for this important post in GEC. We thank Jim Luck for all his past efforts and wish him every success for the future.

Consequent upon Mr. J.A.G. Luck's appointment as Managing Director of GEC Traffic Automation Limited, we have much pleasure in announcing that Mr. R. Ruggles has been appointed as Divisional Manager of Automatic Test Equipment Division.

Flight Controls Division has much pleasure in announcing the appointment of Mr. D. Martin as Chief Systems Engineer with effect from 2 March 1981. Mr. Martin joins FCD from the Flight Automation Research Laboratory and will assume responsibility for all system design and software activities from that date.

## THE MANIACS

Now that the Phase III building has been occupied and the cars that used the Tower car park, have moved to the airfield park, we are blessed with a new breed of driver 'the maniacs', the only description that fits these selfish people. It seems that as pedestrians, you now fall into two categories the quick or the dead! To cross a section of road some 12 to 15ft you take your life in your hands, all because of a few selfish drivers, who think that they are the best in the world because they can drive fast. How wrong they are. Nobody has that impression of them only themselves, in fact it's quite the opposite.

These maniacs are probably the same selfish people who jump the queue in the mornings by breaking the law when they U turn at the end of the roundabout from the Chatham Maidstone Road into the Rochester Maidstone Road, it's only a matter of time before we have a fatal accident. If only they'd realise that when the Lord made time he made plenty of it.

#### Editor's note

The above contribution is a timely reminder and would point out that strict observance to the traffic rules and parking laws, as referred to in this issue, should help to make life much safer.

## Medway's big support for RAF's Escaping Society

### 450 attend lecture at Marconi Avionics Airport Works

A lecture to the Medway Branch of the Royal Aeronautical Society, was given on 18 March by Gp. Capt. W.S.O. Randle CBE, AFC, DFM, on the subject of the RAF's Escaping Society.

The main canteen at Marconi Avionics Airport Works was stretched to near its capacity by the 450 strong audience and by an exhibition by the branch's activities groups. These undertook, for the evening, to assist in the sale of a striking set of first day covers produced by the Escaping Society and sold in aid of its charitable fund. Proceeds realised.

Gp. Captain Bill Randle gave a vivid, personal account of his own experience as an evader in WW2 and pointed out the great bravery shown by the civilian population throughout Occupied Europe and elsewhere. The number of civilians who lost their lives was comparable to Britain's losses in bomber command, a surprising fact which brings home the scale of the organizations which were established and the major effect they had on the course of the War.

The audience was surprised to hear that families of those who lost their lives, or people who lost their livelihood, in saving the lives of allied airmen, would still suffer real hardship but for the activities of the society and its charitable fund. Sq. Ldr. Stark, Manager of Rochester Airport, a member of the branch committee and himself an evader proposed the vote of thanks which was warmly endorsed. Chairman Malcolm Moulton thanked the speaker for giving such a vivid and interesting account which held the audience's attention without having to resort to visual aids - the mark of an excellent lecturer.

## Traffic control and car parking

(see pages 4 and 5)

One of the major headaches for managements these days is having a satisfactory traffic control and car parking system. This problem assumes greater proportions when one has to contend with a site the size of ours.

Firstly, the movement of vehicles in and out of the plant, at all times during the factory opening hours, must give adequate space and manoeuvrability, at the same time enabling free unobstructed access for any emergency vehicles. To this end, signs and instructions must be obeyed by all road users, including pedestrians and cyclists.

Secondly sufficient car parking provision is of vital necessity. Indeed, it has to be to the satisfaction of the Local Planning Authority.

The Company management has given much thought and attention to both these items and from time to time spent considerable sums of money in up-dating and modernizing the facilities.

There is now a finalized system of traffic control and car parking which is about to be put into operation, and the co-operation of everyone using the estate roadways, together with obedience to signs and instructions will ensure a system which will work well for all concerned. The management team responsible for preparing and running the scheme will announce the starting date in due course and all new passes will be issued in time for the introduction.

One essential factor is that all vehicles wanting to use the car parks, must be registered with the site Security Department. If you have not yet done so, please rectify the omission immediately, otherwise you may find yourself being refused admission.

Not all people will be able to be accommodated as near to their place of work as one would wish, as for example, those working in the Towers. The Tower car park can accept 200 vehicles, while up to 800 persons would be located in the three Towers, so some system of priority (for want of a better term) has had to be applied.

Accepting that all personnel are needful, but some are more needful than others, the system has been devised to ensure, as far as is practicable, a fair deal for everyone. That is to say:

- i) Named and reserved car parking spaces to be restricted to Divisional Managers and upwards.
- ii) Reserved spaces for those who through their position, or duty requirements, need to have readily available spaces. These will be allocated to divisions, adjacent to the area concerned, on the basis of a percentage available against the total personnel of the divisions. The quantity of spaces then available will be allocated by the Divisional Manager, to certain named persons.
- iii) All other parking spaces will be available to applicants, other than those in i) and ii). The locations of car parks, as on the diagram on page 4 and 5 are designated by colours and passes for a particular area will be of that distinctive colour.

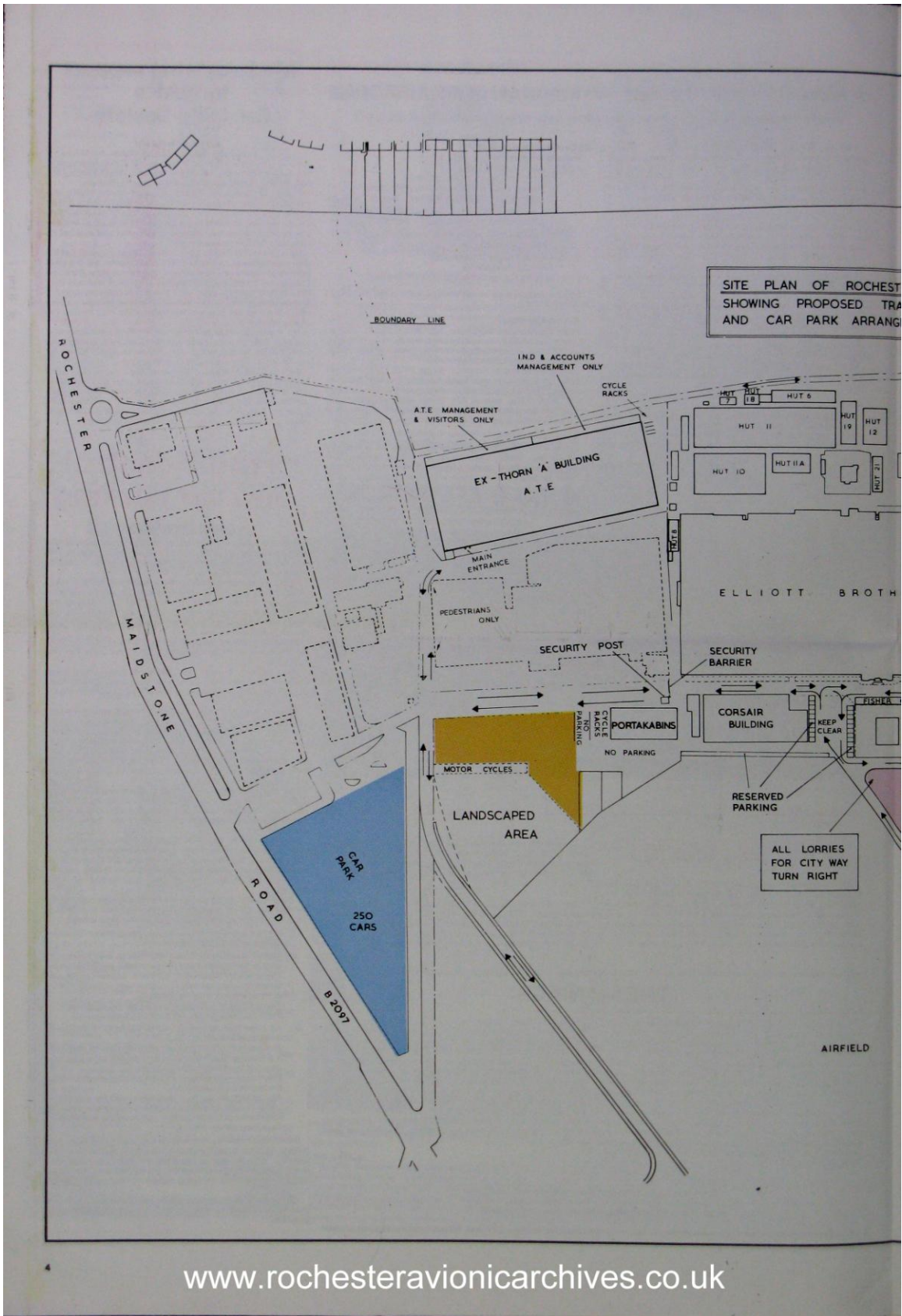
Every user must only park in the area for which he holds the appropriate colour pass.

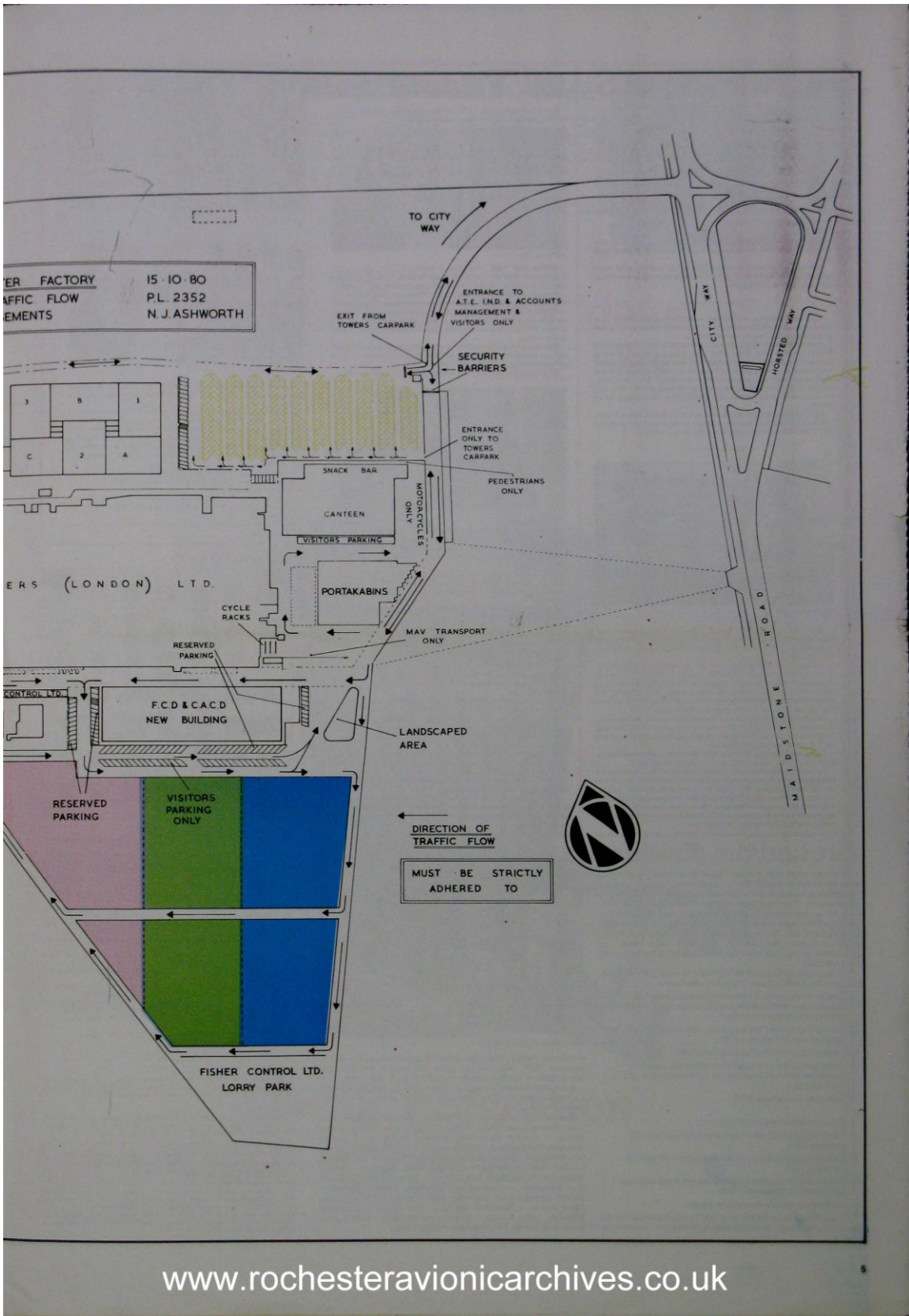
Any breach of the new regulations will be deemed an indisciplinary act and may render the culprit to suffer the withdrawal of his/her parking permit and/or the vehicle to be removed from the site.

Some personnel may, as a result of the system, find they have a greater distance to travel on foot while others may have a shorter distance. Any increase is regretted, but the system has been evolved to give the greatest benefit to the greatest number and to ensure that everyone, including visitors, can be properly catered for.

The working of the system will be monitored and any rectifiable faults shown up will be dealt with as expeditiously as possible.

www.rochesteravionicarchives.co.uk





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## RETIREMENTS



Mrs. Penfold. (A)



Mrs. Vera Bocking.

Among the retirements at the end of 1980, we have to report that Mrs. Penfold of MAV Accounts gave up her daily trek to the Airport site.

She was presented with various gifts, subscribed for by her many colleagues and friends and was the recipient of many good wishes, by cards, flowers and words.

Mrs. Vera Bocking, well known as the 'engraver', retired from active service in the Company. At the time of her retirement she was in the Inspection Department of CMS.

An employee for almost 28 years, she came to the Company from British Oil and Cake Mills when that Company closed down at Strood following disastrous floods. She was taught engraving and her first jobs were to engrave the serial numbers on scales. In the Swift and Swallow Company. When the aircraft work was introduced, she continued to engrave nameplates for all units and became very widely known. She continued in this capacity for 25 years.

Her jovial personality and helpful nature endeared her to a large circle of friends. She says she enjoyed all aspects of her work and will miss all the people with whom she came in contact.



Chic Wilson. (D)

Herbert Horatio Wilson (Chic to all his friends) has retired from the Company and will now be able to enjoy the air and splendours of Headcorn and district and indulge in his favourite pastime of horse riding.

The son of a motor engineer - his father was the Chief Tester for Alvis Cars in Coventry and held 52 licences - he began work early as a chocolate and paper boy on Nuneaton Station. He then became a baker's boy and one of his jobs was to collect the horses for the draymen and to then return them after work. It was during this time that he learnt to ride and his great love for horses began.

He then spent some time with: Daimler Motor Company Ltd., Coventry, as a Wireman; Alvis Motor Company as an Electrical Fitter and Inspector; GEC, Coventry, serving them in quality control on T.V., radio and telephone units.

Chic joined Marconi Avionics as an Electrical Inspector in FID, he then joined ADD Model Shop as an Inspector and finally D.

To mark his retirement and 13 years' service for the Company, his colleagues and friends contributed to presents among which was an inscribed tankard. His plans for retirement are odd jobbing around the house, riding, playing snooker and being a more active member of Tenterden Working Mens Club. His wife was also employed by the Company in FCD Sales Department and worked for the late Earl Palmer and Mr. Aldridge.

## 25 YEARS' SERVICE

Some few weeks ago, CMS had the opportunity of acknowledging the faithful service of two of its personnel.



Bill York. (A)

William (Bill) York, of the Bench Section in CMS, came to the Company in 1955 into the Sheet Metal Division. When the division was disbanded he joined CMS where he has remained for 15 years.

He was trained at Short Bros., and in 1939 was called to the Royal Engineers and went to France. He was among those who returned via Dunkirk in 1940 and went to Darlington Racecourse. While there, he was returned to Short Bros. to help build aeroplanes. On the closure of Short Bros. he joined Ozonair before coming up the hill to the Airport.

Married, with a stepdaughter and a grand-daughter his hobbies include carpentry, marquetry and music. His wife is a nurse at present working at Leybourne Grange.

A canteen of outlay serves to remind him of 25 years' service.



John Good. (A)

John Good, who followed much the same pattern as Bill York is a Planning Engineer in CMS. He joined the division from Sheet Metal Division, where he was also engaged in planning. He had a short break of service, having started with the Company as a sheet metal worker in 1952.

Previous to joining Elliotts Johnny Good was with Morrisons, after leaving the Army where he had served in the Grenadier Guards from 1940-1946 going through France, Belgium and into Germany.

An ex-schoolboy of St. Marks CE School, Gillingham, John began work as a Fitter's Mate with Short Bros.

His hobbies include sea fishing and cricket. He is married with one son who is currently studying to pass 'A' levels at Howard School. John chose a clock as his permanent memento of 25 years.

W.B. (Bill) Wilson, a member of the Training Team as a Training Supervisor, has completed his 25 years' service with the Company and received a presentation clock from Mr. E.J. Bradley, Personnel Manager.

Bill, is well known by his contacts with the apprentices who have passed through his 'hands' during the time he has been with the Training Department. He was introduced into the Company in 1956 by Dave Marvel and he soon settled down and saw where his destiny lay. He began as a Training Instructor and then became Senior Instructor and on leaving the Training Centre, for the main works, became a Supervisor. Looking back, he notes that many senior management have passed through his hands, a memory in which he takes justifiable pride.

Among his hobbies he lists 'radio amateur' and was a member of the old Elliott Amateur Radio Society.

Among those present at the ceremony were two former apprentices, who had achieved a 'first'; one a craft apprentice to gain an HNC and the other the first Production Engineer from his apprenticeship.



Bill Wilson with his 25 years' presentation clock. (A)



Bert Hosmer. (D)

Another graduate from the Tilling-Stevens Works in Maidstone has received recognition for 25 years' unbroken service with the Company.

Born in Maidstone Bert Hosmer served his time as a Fitter and Turner; he saw service with the REME in the Far East, India, Burma, Singapore and Java. Joining the Company in 1956 he joined MER as a Machinist, C/L, and Captain Turner. Then on to IND Machine Shop as Leading Hand. On the formation of CMS, Bert was one of the Foremen in the division and for the past five years has operated as Superintendent.

On presenting Bert with binoculars, Mr. P.J. Burrows, Production Manager, spoke of his sincerity and integrity - qualities which are becoming rare these days.

Interested in any type of sport, he is an active member of the Clare Park Bowls Club, Maidstone, and when opportunity occurs he likes a game of cricket.

Bert's comment after 25 years "It has been a real pleasure to work for the Company."

## CROSSWORD No. 33



### ACROSS

- The man that brought you this paper (11)
- Bird of prey, not an anagram (5)
- In line, straight along towards, boundary (6,3)
- Where one is going, old time word (4)
- Indian language, or dialect (4)
- Make a request, usually filling a form (5)
- A 'fent' shop term, or brick-layers basis (7)
- A set piece, theatrical or static (7)
- Increase between a street (7)
- Doing things in spite of obstacles (7)
- To drink as a cat (3,2)
- Select team to play (4)
- Or a fancy, idea, maybe urge (4)
- Altogether, without dissent (9)
- Pertaining to teeth, not bite (5)
- What to avoid, if possible use hairpins (5,6)

### DOWN

- Reference for hot seasons, or days (3,4)
- Got away in the traffic (4)
- The little bit put by, an extra tank maybe (7)
- Scent of wine, or mother's day prize (7)
- From riches to rags, no bones either (6,4)
- The second illness, before fully recovering (7)
- Restoration place, with cosmetic effect (6,7)
- A shop assistant's bad dream (4,9)
- When it breaks, the clock stops (4,6)
- The buffer between body and icy blast (3,4)
- A genius to some, pain in the neck to others (7)
- Not a loud one, but takes in (7)
- Sowing, or the result (5)
- So be it, the end (4)

For amusement only.

### SOLUTION TO CROSSWORD No. 32

#### ACROSS

- Bookmaker, 6 Asset, 9 Rotor, 10 Edwardian, 11 Emerges, 12 In short, 14 Orange peel, 15 Thee, 18 Gale, 19 Grand piano, 23 Navvies, 25 Beet tea, 26 Slingua, 27 Ideal 28 Grant, 29 Dissenter.

#### DOWN

- Barrel organ, 2 On the ball, 3 Mortgage, 4 Keeps up, 5 Raw hide, 6 Arrest, 7 Sligo, 8 Ten, 13 Testataller, 16 Heart beat, 17 Appetite, 20 Recused, 21 Nobbies, 22 Linnet, 24 Villa, 26 Bug.

Photographs taken by the Staff Photographers will be acknowledged in the following way: (A) Alan Sears, (B) Linda Jones, (C) Laurie Coates and (D) Albert Marshall.

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## Around the divisions

"I wonder what that division does?" is a remark sometimes heard when this or that division is mentioned.

In one case we can reveal what has been going on in IND during recent weeks. They have been engaged in producing a replacement for a unit known as 920M computer, with an additional capacity of storing a further 8000 words!! A team of 19, including the Divisional and Technical Managers, were engaged on the project and from the start in 1979 they have beaten, or maintained, an equality with the time-scale set at the beginning of the contract.

The up-dated unit, called 920ME, had to cope with the time-scale and the specifications laid down which were:

- Design and develop a direct electrical and mechanical replacement for the 920M computer, having an additional 8000 words of store capacity.
- Deliver the 1st and 2nd pre-production models to BAe by 5 January and 16 February 1981.
- Deliver 1st production units in June 1981.
- Complete all the necessary environmental testing for experimental flight approval, on a pre-production unit by 1 February 1981.
- Start date September 1979.

The success achieved is listed below:

- 1st pre-production computer delivered to BAe on 28 January 1981.
- 2nd pre-production computer delivered to BAe on 18 February 1981.
- Environmental testing for experimental flight approval completed on 26 January 1981.
- Production manufacture still on target.

To mark these accomplishments and to say thank you for the hard work, devotion and steadfastness of the team a celebration



The team at the Robin Hood.

lunch was held at the Robin Hood, Bluebell Hill, at the end of January 1981. Most of the team are shown enjoying the conviviality of 'getting away from it all', even for a short while.

It is fulfilments and successes such as this, that help to keep the Company ahead of competition and to ensure the future prosperity of all.

The team consisted of: Ted Bristow - Project Manager, Mick Lee - Project Leader, Colin Winter - Senior Project Engineer, Don Jones - Project Controller, Richard Northover - Senior Development Engineer, John Graham - Senior Project Engineer, Ron Benjamin - Senior Design Engineer, Trevor Friday - Section Leader, Pete Leadbetter - Wireman, Mike Chapman - Senior Development Engineer, Les Cornish - Senior Project Engineer, Bert Etheridge - Development Engineer, Edward Bennett - Senior Development Engineer, Colin Layzell - QA Engineer, Doug Harris - Technical Manager, Dave Evers - Divisional Manager, John Keeble - Commercial Manager, Mohan Patel (absent on leave), Tony Henley - Project Leader.



## SUGGESTION SCHEME

For a suggestion which concerned the provision of a simple aid for identifying low temperature component problems on PCBs, two Engineers within ISD have received cheques for £62.16 each, from Mr. C.R. Reese, Divisional Manager of ISD.

John Lance (left) joined the Company in 1974 after studying physics at East Anglia University. His colleague, John Jenkinson (right) came in 1973 from Bristol University. Both agree that to solve problems is an exhilarating experience.

Paul Davis is the second recipient of a cheque for over £100 this year. He received £160 for his suggestion concerning an aid to increase the efficiency of sample and hold amplifiers LH 0053 when used on L.O.S.S. interface cards.

Paul is a QA Engineer in ADD and came to the Company after engaging in TV Rental Servicing for some years. His 'trouble shooting' experience will stand him in good stead as he has already shown by his suggestion.



**Don't waste your ideas  
they could make you  
money**



**use the suggestion  
boxes**

[www.rochesteravionicarchives.co.uk](http://www.rochesteravionicarchives.co.uk)

# £ SERVICES & DISCOUNTS £

The question often arises, as to what the Social Club and the Company offer to its personnel, other than the obvious provision of opportunities to indulge in one's favourite sport or pastime.

The Company, through the Sports and Social Club, does much to promote ideas which can benefit the workforce as a whole and, apart from the provision of meals and snacks in the canteen, seek to provide amenities of a varied nature. These tend to be located within the canteen premises, in the area adjoining.

Many of the facilities provided are not as

well known as they might be, or the full extent of them is unknown. From time-to-time we shall be publicising the availability of these services.

GEC Company products can be obtained, even though there is not a staff shop, as such, and enquiries are accepted and orders dealt with. In addition arrangements have been made with many local suppliers and traders for discounts to be given to Marconi personnel and an up-to-date list is now given, together with procedure to be adopted to obtain this discount.

In addition, visiting suppliers offer their wares at stands within the canteen, or in mobile units in the area.

If any member of the workforce is in need of any commodity and would like to take advantage of any discount or special price arrangement which may be available they should contact Eileen Papworth in the Social Club Office, or Jim Collins, Social Club Secretary. Failing these avenues, enquiries could be made through John Carden, Personnel Officer and in certain instances, the Editor of the MAV News.

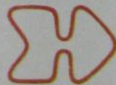
## SERVICES AVAILABLE

<b>Furniture:</b>	SCHRIEBER	Through the Company by means of an order form from the Social Club Office.
<b>Electrical</b>	HOTPOINT	In addition to the special employee prices, it is understood there is an additional discount of 15% on goods from Hotpoint.
	HEDRING	Contacts through Company.
	MORPHY-RICHARDS	Contacts through Company (prices usually 15% below discount house prices).

## COMPANIES GIVING MARCONI DISCOUNTS

<b>Furniture:</b>	GERALD LUKEHURST, Watling Street, Gillingham High Street, Rainham	Authority Social Club card
<b>Carpets:</b>	DISCO CARPETS, High Street, Chatham	Social Club card
<b>Jewellery:</b>	LESLIE DAVIS, Pentagon, Chatham	Social Club card
	FERNBANKS, Strood	Social Club card
	REGENT, (opposite Woolworths), Chatham	Social Club card
	SAMUELS, Military Road, Chatham	Social Club card
	JOHN WEIR, Pentagon, Chatham	Social Club card
<b>Electrical:</b>	WHITWORTH ELECTRICAL, Alma Place, Strood	Company pink form
	JOSEPH COLLIS, High Street, Rochester High Street, Strood	Company pink form
	WALSALL CONDUITS, Maidstone	Company pink form
	GEC-HENLEY LTD., Gravesend	Company pink form
	NIMBUS LIGHTING, 140 High Street, Rochester	Company pink form
<b>Iron Mongers:</b>	JOSEPH COLLIS, Rochester/Strood	Company pink form
<b>Hardware:</b>	COOKS, The Delice, Rochester	Company pink form
<b>Paint and Paper:</b>	BREWERS, New Road, Chatham	Special card
	MANDERS PAINTS, Mill Street, Maidstone	Company pink form
<b>Tiles and Mosaics:</b>	CERFACE CONSTRUCTION PRODUCTS LTD., 272 Canterbury Street, Gillingham	Company pink form
	MARLEY, Pattens Lane, Rochester	Social Club card

<b>Wood:</b>	CHANDLERS, Jeffrey Street, Gillingham	Company pink form
	WOOD 'N BOARDS, 116/118 High Street, Rochester	Company pink form
	MAGNET JOINERY SALES LTD., Bloor's Lane, Rainham.	Company pink form
<b>Sports Items:</b>	DOUGHTY'S, High Street, Chatham/Rochester	Social Club card
<b>Car Repairs, Tyres etc:</b>	BROWN BROS., Clover Street, Chatham	Company pink form
	AUTOMANIA, 20 Shirley Avenue, Chatham	Company pink form
	L.C.P., Richmond Road, Gillingham	Company pink form
	J.J. SILENCERS LTD., (exhaust systems) 16 Upper Stone Street, Maidstone	Company pink form
	WEARWELL TYRES AND BATTERY SERVICE, 126 Maidstone Road, Rochester/Hoo	Social Club card
	BRIGGS NATIONAL TYRE SERVICE LTD., Station Road, Strood	Company pink form
	KENT BRAKES, 114 Milton Road, Gravesend	Company pink form
	KEY TYRE SERVICE Gibraltar Lane, Castledene off Chatham Road, Maidstone	Company pink form
	ALBANY TYRE SERVICE LTD., 86 Canterbury Street, Gillingham	Company pink form
	SETYRES LTD., Maidstone/Strood	Special card
	VALLEY VIEW MOTORING CENTRE, Maidstone Road, Rochester	Company pink form
	TUNNEL TYRE SERVICE, 116 The Brook, Chatham	Company pink form
	ANDREWS AUTO PARTS, 152 Canterbury Street, Gillingham	Company pink form
	PARTCO, Gillingham	Company pink form
	DUTTON FORSHAW, Medway Street, Chatham	Company pink form
<b>Insurance:</b>	BEDDALL BRADFORD AND COMPANY LTD., GRAEME BLAIR	Company pink form
<b>Miscellaneous:</b>	FEATHERSTONES, High Street, Rochester	Special card
	SUMMERS, High Street, Rochester	Company pink form
<b>Cycles:</b>	CHAMBERS, High Street, Rochester	Social Club card
	BROWN BROS., Clover Street, Chatham	Company pink form

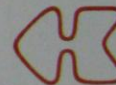


Social Club cards and Company pink forms available from the Social Club, in the snack bar, each Thursday 3-3.30pm.

Company pink forms are also available from Divisional Buyers.

Special cards and forms from Social Club Office.

Social Club cards as issued to members.



## SUPPLIERS VISITING THE COMPANY

<b>The Staff Shop:</b>	VISITS EVERY TWO WEEKS ON A TUESDAY. Providing a wide range of household goods, cosmetics and toiletries.	<b>Oakhives:</b>	ATTEND EVERY SIX WEEKS. Electrical, household and jewellery.
<b>Headlands Tools Ltd:</b>	VISIT ONCE PER MONTH. Supplying all types of tools, hand machines and DIY.	<b>A.C. Supplies Ltd:</b>	ATTEND EVERY SIX WEEKS. Provide a wide range of linen.



The above visits are advertised on divisional notice boards and information can be obtained from Divisional Administration Officers.  
Popular services of other goods are invited back from time to time, as the Social Club try to provide a good mixture of items available at bargain prices.

