

★ ★ **MOTTO FOR THE MONTH** ★ ★
 "Worry, is interest paid on trouble – before it is due."

MARCONI ENGINEERS WIN BIGGEST-EVER PRIZES FOR INNOVATION

Fourth Annual Haskett Trophy award goes to part of a major export-winning design.

This year's winners of the Haskett Trophy competition, held annually for outstanding achievement by Marconi Avionics engineers, received the trophy and shared a £500 team prize on 21 April 1981. At the Rochester factory of the world-leading avionics company, record prizes, totalling nearly £1000, were awarded this year.

The trophy and prizes, presented by Mrs. Sarah Haskett, widow of A.N. Haskett who was, for many years, an executive of the Company, are for the innovative engineering designs which are judged most likely to lead to improved and more competitive products. The entries are judged by a panel of five distinguished engineers, led by Sir Eric Eastwood, FRS, one of Britain's foremost radar pioneers.

The winning team of three are: Development Engineer Alan Dacey B.Sc. (26), Senior Project Engineer Andy Fordham M.Sc. (26) and Senior Project Engineer David Steward B.Sc. (26). Their winning entry is a new method of using computers in the design of the very latest kind of pilot's display. Their method is now being used in the very advanced 'see in the dark' head-up display, purchased recently by the United States Air Force.

This new equipment, the only one of its kind in the world, is being prepared for installation in General Dynamics F-16 and Fairchild A-10 aircraft. The display enables a pilot to see, as he looks out of the cockpit, a clear picture of the night scene correctly located in front of him, and over an unusually large area of his view. This is achieved by means of holographic optics, a technique developed in Britain in the 1940's by another part of GEC and applied for the first time to aircraft by Marconi Avionics. The winning entry is a method of using computers to produce the very complex optical design required, an innovation in itself, which is now in regular use in the Rochester factory.

All six entries were, in fact, judged to be of a very high standard and the team of three whose entry was assessed as the most meritorious runner-up, will share a £200 award. The remaining nine entrants each receive a £25 award.

This year's entries contrast with those of 1980, in which no award was made, although this year there were no female engineers entered in the competition.



Haskett Trophy winners receiving the trophy from Mrs. Haskett (left to right): A.J. Fordham, A.R. Dacey and D.J. Steward. (A)



Runners-up: IND - L. Cornish, A.J.M. Henley and M.T. Lee. (A)

Fred Haskett

He was a member of the original Aviation Division of Elliott Bros. (London) Ltd. and was a Sales Engineer when Mr. Jack Pateman, Managing Director, and Bill Alexander Asst. Managing Director were in the Engineering Department 20 years ago.

Fred who was a devoted and hard-working company servant took a strong interest in aircraft instruments, eventually becoming Divisional Manager of the Aircraft Engine Instrument Division. He later became Company Marketing Manager, a post he was to hold until his death in 1975. Throughout his career he was a great supporter of engineering and gave encouragement to young engineers.

It is therefore particularly appropriate that the trophy which bears his name, and which was first presented in 1978, should be for engineering achievement. It is further appropriate that Sarah Haskett who is well known to so many members of this Company should be here once again to present the trophy and cash prizes to the winning teams in memory of her late husband.



Other contestants in a very high-grade competition (A)

1980 – Another year of new factories for Marconi Avionics

Marconi Avionics Limited has continued to expand its premises throughout 1980, to reach a new level of 1.8 million ft². More than 1/4 million of this has been added during 1980 by extending existing premises and by the erection of new factories.

Picture montage shows major buildings started or commissioned during the year. They are (top to bottom)

Nailsea near Bristol (new 5 acre development alongside existing plant), (left) Airport Works Rochester, (new 'Phase III' building), (right) Pige Hill, Basildon (newly-commissioned premises) and Milton Keynes, where a large airborne radar team is now established.

These expansions result from home and export orders for a wide range of high-technology products, which have led to the creation of over 1000 new jobs by the Company during 1980.



Queen's Birthday Honours List

Avionics Chief Executive gets OBE



W.H. Alexander, OBE, B.Sc.

William H. Alexander, 55, Assistant Managing Director of Marconi Avionics Limited, and Chief Executive for the export-winning Company's principal establishment, at Rochester, has been appointed an Officer of the Order of the British Empire, in the Queen's Birthday Honours list.

Bill Alexander, who lives in Wilson Avenue, Rochester, joined the Company in 1954 as a Project Leader and, in 1956, came to Rochester, where a massive growth in employment has since taken place, under his leadership. He was appointed Chief Engineer of the then Aviation Division in 1957 and Divisional Manager in 1959. To manage the rapid expansion then beginning at Rochester, he was appointed Assistant General Manager and then Joint General Manager in 1964.

In 1972 he was appointed to his present position, the Company by then comprising three establishments, the largest and biggest exporter being at Rochester. Since he became Chief Executive of the establishment, it has grown from 3700 in 1972 at Rochester to some 6500 people and has enabled the Company to win six of its seven Queen's Awards to Industry, most of which have been for export achievement.

He serves as Chairman of the Defence Industries Quality Assurance Panel and is also Chairman of the Business Aircraft User's Association, in which he works energetically to promote the interests of companies who employ aircraft in the conduct of their business. His own Company, which produces the world's widest range of electronic systems for aviation, operates three aircraft from Rochester Airport.

A keen supporter of athletics, particularly for the young, he is an Amateur Athletics Association official timekeeper and attends meetings regularly all over the country, including those in which his own Company's athletics club participates.

Bill Alexander and his wife, Edith, share a love of music and are both active opera singers. The Alexanders have three daughters, Susan and Kathryn, who are married, and Moira.

Squadron Leader receives award



Squadron Leader Fisher, A.F.C.

Our congratulations are extended to Squadron Leader (retired) J.F. Fisher, late of the RAF, on the receipt of the award of the Air Force Cross. Now a member of the Contracts team of ADD, he has been with the Company some 12 months.

He has received the congratulations of Air Chief Marshal Sir Douglas Lowe, G.C.B., D.F.C., A.F.C., who refers to his exceptional skill and dedication and to his contribution to the development of electro-optical sensors.

Acknowledgement

Mr. Unwin, formerly the Works Convenor at Marconi Avionics, Borehamwood, who retired towards the end of 1980 has been awarded the British Empire Medal in the Queen's Birthday Honours list. He now lives in Canada but has asked us to pass on his thanks to all in MAv who kindly wrote to him offering congratulations; he is deeply appreciative of all kind thoughts.

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



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A Barclayloan is for whenever you need a lump sum. You might need it to give your home a new lease of life or to help buy a new car, cooker, or colour TV. You might even need it to provide cash for a holiday.

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If you are aged 18-60 and would like more information, send this coupon to Barclays at either Marconi Avionics, or 39 High Street, Rochester.

To: Barclays Bank Limited
39 High Street
Rochester

I am over 18 years of age and would like more information about Barclayloans.

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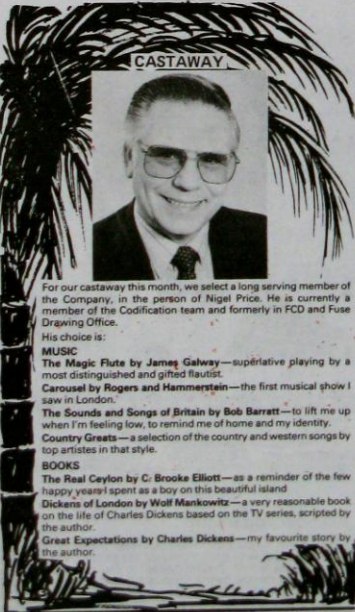
ADDRESS:

295/156/JHR/CC

NOTICE

OPHTHALMIC TREATMENT

The NHS pay monthly visits to Marconi Avionics Ltd. for eye-testing and the supply of spectacles. Private work and optical accessories are also available. Appointments to see Mr. John Chapman F.B.O.A., F.A.C.I.P. are to be made through Sister Gordon at the main surgery.



CASTAWAY



For our castaway this month, we select a long serving member of the Company, in the person of Nigel Price. He is currently a member of the Codification team and formerly in FCD and Fuse Drawing Office.

His choice is:

MUSIC

The Magic Flute by James Galway—superlative playing by a most distinguished and gifted flautist.
Carousel by Rogers and Hammerstein—the first musical show I saw in London.

The Sounds and Songs of Britain by Bob Barratt—to lift me up when I'm feeling low, to remind me of home and my identity.
Country Greats—a selection of the country and western songs by top artists in that style.

BOOKS

The Real Caylon by C. Brooke Elliott—as a reminder of the few happy years I spent as a boy on this beautiful island.
Dickens of London by Wolf Mankowitz—a very reasonable book on the life of Charles Dickens based on the TV series, scripted by the author.
Great Expectations by Charles Dickens—my favourite story by the author.

IN LIGHTER VIEW

'Topical humour' IS IT? OR ISN'T IT?

Buckingham Palace
Pall Mall
London EC10

Dear Mrs Rogers

Her Most Gracious Majesty, Queen Elizabeth II commands me to invite you to the wedding of her son, His Royal Highness Prince Charles and the Lady Diana. Marconi Avionics Limited have selected you from the 4,500 employees to represent them at Saint Pauls and the reception held at Buckingham Palace after the ceremony.

It is requested that you provide your own transport. In view of the solemnity of the occasion the only acceptable vehicle will be a Rolls Royce Silver Cloud 'W' registration. A vehicle pass will be issued to you when you inform us of the vehicle's registration number.

You are commanded to take your seat in Saint Pauls on the morning of the wedding not later than 7.30 a.m. As no-one will be allowed to leave their seat in Saint Pauls until the happy couple have left (at approximately 3.30 p.m.) you are strongly advised not to partake of any liquid refreshment after 9.00 p.m. on the previous evening.

After the ceremony you are commanded to proceed straight to the palace bringing your own cup, saucer, plate and knife, fork and spoon, also a wedding present of not less than £50.00 in value. (Please note the Royal Couple have already received 2003 electric toasters).

Refusal to accept this invitation for any reason at all will be followed by a £500 fine and six months imprisonment in the Tower of London.

Your obedient servant

Lady-in-waiting

Marriages

We offer congratulations and best wishes to Barry Hayes and Jackie Allen on the occasion of their marriage at Gravesend on 6 June 1981.

Barry is in ATE Engineering as an engineer in Maintainability Dept.

Belatedly, all friends and colleagues give congratulations and best wishes to Marina Loveday and Andy Cope on their marriage which took place on 15 November 1980.



Marina, employed in IND Contracts Dept, is pictured with her husband cutting the cake.

Congratulations and best wishes to Kevin Nigel Munn, a Miller in CMS, who married Lynn Alexandra Chapman, a Civil Servant, on 6 June 1981 at St. Stephen's Church, Chatham.

After a reception at the White Star, the happy couple left for a honeymoon in Majorca.

Susan Russell (ISD Engineering) to David Burton on 16 May 1981 at St. Barnabas' Church, Gillingham.

Susan, who has been employed in CMS and ISD over the past 3 years received gifts of bathroom cabinet, and non-stick cook ware. The bridegroom is a Shift Chemist with Reeds Paper Group.

Births

To Mrs Kathy Christie of Borsal, formerly a clerk typist in ISD Buying Dept—The gift of a daughter, Leah Marie, on 20 April 1981, with a birth weight of 6lb 10oz.

To Mrs Jane Binfield, a son, Thomas Martin on 23 April 1981 at 6lb 10oz.

Jayne was employed in the Wages Dept. of MAV Avionics. Congratulations from all friends and former colleagues, together with good wishes.

To Linda and Martin Boardman a son, Christopher, born 27 May, and weighed 7lb 8oz. Linda was previously in PSD Stock Control, until leaving to take up motherhood.

All friends and former colleagues wish to be associated with these expressions of congratulations.

To Nigel and Tina Dives the gift of a daughter—Ruth Elizabeth, born 8 June turning the scales at 6lb 2oz. Nigel is a Planner within PSD Production Dept., while Tina formerly worked in IND Software. Again congratulations and best wishes from all.

To John and Janet Griffin a third daughter, Shelley, born 3 May 1981 at a birth weight of 7lb 8oz.
Congratulations and best wishes from all at the Training Centre too, where John is a Senior Mechanical Instructor.

Congratulations

Our congratulations and best wishes are given to Miss Faith Haywood, on her 18th birthday, on 6 June 1981.

Faith is a scheduling Clerk in Wages Analysis Dept.

Congratulations from PSD and best wishes go to Bob Harvey and Kevin Hanson on reaching their 21st Birthday, which occurred in June.

Both are employed as Quality Assurance Assistants in the Division.



Kitchen Kapers

In preparing meals for the family at home, or when you are having special guests in to a dinner, or a casual feast, it is well to 'organise' on a proper basis.

It is well too, to realise that if you dish up soups and/or starter courses, the main meal does not have to be bulky. Very moderate quantities are sufficient.

To help you plan a typical meal on this wise, we give a suggested menu.

SOUP

Saxe-Coburg Soup (8 portions)

Ingredients: 1lb blanched, chopped brussel sprouts
2oz butter 2oz flour
1 chopped onion ½oz sugar
2oz chopped ham 1pt milk
2qt white stock Salt and pepper
accompaniment: sippets

Method: Melt the butter in a large pan and cool the brussel sprouts, onion and ham, under cover, for 5-10 minutes. Mix in the flour and sugar and gradually stir in the boiled milk and the stock. Bring the soup to the boil and simmer for 15 minutes.

Rub through a sieve or blend in a liquidiser. Return the soup to the heat, and season with salt and pepper bringing back to the boil. Serve with sippets.

STARTER

Scallops on skewers (8 portions)

To be served with crusty bread and a tomato sauce.

Ingredients: 12 scallops
8 thinly sliced rashers of bacon
Salt and pepper
Lemon juice
1 egg (optional)
Breadcrumbs (optional)
16 button mushrooms
2oz melted butter

Method: Clean the scallops, remove the coral and cut the white part of each scallop into two or three pieces. Cut the bacon, (rind removed) into an equal number of pieces. Season the white scallop meat with salt and pepper and sprinkle with lemon juice; wrap in a piece of bacon. Cut the corals in half and dip in beaten egg and breadcrumbs. Thread the corals, bacon-wrapped scallops and mushrooms on to skewers; brush with melted butter and grill for 8-10 minutes or until the bacon is crisp turning several times.

MUTTON PIES (6-8 portions)

Ingredients: 1lb cooked minced mutton
¼lb savoury shortcrust pastry
2oz chopped onions
1 teaspoon chopped parsley
½pt brown sauce
Salt and pepper
½ beaten egg

Method: Roll out the pastry and use two thirds to line small patty tins. Mix the mutton with the finely chopped onions and parsley, blend in the brown sauce and season to taste with salt and pepper. Divide the mixture between the patties, cover with lids made from the remaining pastry and brush with beaten egg. Bake in the oven for 40 minutes or until golden brown. Oven at 350° or gas mark 4. Serve vegetables of choice.

STRAWBERRIES IN SYRUP (8 portions)

Ingredients: 1¼lb strawberries
1lb double refined sugar
1 pint red currant juice

Method: Hull, rinse and drain the strawberries; sprinkle on half the sugar and leave overnight. Make a syrup with the remainder of the sugar and red currant juice. Add the strawberries and simmer gently until the syrup thickens. Do not let the berries break up until its sets. Spoon into individual glasses and serve with cream.

MARCONI-HALIFAX SAVING SCHEME

Mortgages are easier to obtain if you are a member of THE MARCONI AVIONICS GROUP SAVING SCHEME. £75000 in mortgages were granted to our employees by THE HALIFAX BUILDING SOCIETY during the last year. If you are interested in saving money through the Company Saving Scheme or thinking of applying for a mortgage, contact John Neate, Personnel Department on internal telephone number 203 or external number 64.

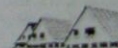
MULL A Holiday Across the Water?

There are still a few attractive chalets available this summer on the beautiful island of Mull.

From £35 for a weekend break and from £70 for a full week.

This includes heating, hot water and all linen. The chalets are fully equipped, easy to run, and sleep up to 6 people. Ideal for families with young children.

For further details and information ring or contact: Magnet World Travel, 132/135 Long Acre, London WC2E 9AH. Tel: 01-636-9761.



Marconi Avionics demonstrates the importance of 'fail safe' electronics for subsea oil well control

New British equipment, in production for the offshore industry

Marconi Avionics Limited, which has gained an international reputation for 'fail-safe' aviation electronics, is now demonstrating electronics in current production for the offshore oil industry, for the more reliable control of oil wells. At the OTC '81 Exhibition in Houston, Texas, the public saw a new electronic system, specially developed for the remote control of satellite oil wells at the sea bed.

The system comprises subsea electronics modules, two associated with each well, a microprocessor-based telemetry master station, for installation on offshore platforms, and a dual data link, for passing multiplexed control data between well and platform. Particularly important elements, inductive couplers, by means of which electrical power and electronic signals can be applied and disconnected at the sea bed, under remote control, are being demonstrated in operation.

Inductive coupling, whereby circuits can be made and broken without current passing through the water, has been a particularly demanding area of development in the past. To demonstrate the effectiveness of the couplers in current production, Marconi Avionics is using one to connect an ordinary tape recorder to a loudspeaker, to play music. By altering the gap between the two halves of the coupler,

and their alignment, and by inserting different dielectric materials visitors to the stand can listen to the effects and thus demonstrate for themselves how tolerant the new equipment is to alignment problems typically encountered in subsea installation.

Marconi Avionics entered the offshore energy production business in 1977, by forming a teaming arrangement with NL Shaffer, Houston, Texas. The companies worked together, with joint funding, to produce a new kind of electro-hydraulic concept for the 'fail-safe' remote control of oil wells to meet the increasingly stringent demands of the offshore industry.

This venture had its first commercial success two years later when NL Shaffer won the order to supply electro-hydraulic control systems for the BP Magnus Field, with Marconi Avionics as major sub-contractor for the 'fail-safe' electronics.

Telemetry master stations, by means of which control information is passed to the well heads and on which pressure, flow rate and other variables can be displayed, can be readily configured to suit different platform concepts. The subsea electronics modules and data link components, now in production, can be regarded as general-purpose items for controlling a variety of subsea wells.



New 'fail safe' electronics for subsea oil well control.

Marconi Avionics anticipates a growing interest in the advantages offered by 'fail safe' electronics, applied in systems for subsea well control, as experience and confidence continue to be gained with equipment in current production.

Marconi Avionics reveals new technology and more new products at Paris Air Show

A new method of generating colour displays, to give the high contrast required in aircraft, a new simple unit, which improves the intelligibility of intercom speech; the first public demonstration of equipment from a flying early warning radar station; the first public disclosure of what the US Air Force LANTIRN night flying head-up displays look like, for F-16 and A-10 aircraft and a system for controlling aircraft by means of pulses of light, were all to be found on the Marconi Avionics stand at Paris.

The Company exhibited:

COCKPIT DISPLAYS

World's most advanced head-up display. The design of the new 'holographic' head-up displays (HUD) under development for the United States Air Force, is revealed for the first time publicly. The pilots' display units, tailored for the General Dynamics F-16 multirole fighter and the Fairchild A-10 close support aircraft, will be instruments for piloting and operating these aircraft at low altitude at night. The new HUD, by means of which pilots will, literally, see in total darkness, is the world's most advanced under development for a specific service application.



F-16 pilot's display unit.



A-10 pilot's display unit.

HUD/weapon aiming. Also exhibited was the head-up display and weapon aiming system for the Royal Danish Air Force Draken fleet. This equipment has many elements in common with the Marconi Avionics HUDSIGHT, fitted to F-16 fighters of five NATO air forces.

'Head-down' displays. A new method of generating colour displays, suitable for use as horizontal or vertical situation indicators, displays, suitable for use as horizontal or vertical situation indicators, demonstrated how high contrast is obtained, evenly across the display, both for symbols and alpha-numerics. Also on view was the

monochrome high contrast display, in production for the European Tornado aircraft.

RADIO COMMUNICATIONS AND NAVIGATION

A new communications control system, which incorporates newly-developed techniques for improving the intelligibility of transmitted speech, against the background noise encountered in all aircraft, made its first appearance. The AD 1550 systems chosen for Britain's new airliner, the Bae 146 and in production for the Bae 125-700B business jet, has applications in many types of civil and military aircraft.



New 'clear speech' control system.

The AD 3400 multimode VHF communications system, now in production, covers the whole range of 'line of sight' transmission frequencies, in a single unit. For both civil and military aircraft, it operates in the army tactical (FM), civil air traffic control (AM), maritime (FM) and military air traffic control (AM and FM) bands from 30 to 400MHz.

Radio navigation. The AD 660 doppler velocity sensor, chosen by Boeing for installation on 737 airliners and as an option for the 727, and the AD 2620 radio navigation system, in service on Italian Air Force MB 339 jet trainers, was also on view.

AIRBORNE EARLY WARNING

A complete operator console, one of six identical units, for operating the Company's advanced mission system avionics in AEW Nimrod aircraft, was demonstrated in operation. This airborne and highly sophisticated counterpart of a ground radar plotter's station, with push-button controls and modern electronic displays, forms part of the 'shirt sleeve environment', in which aircrew can sustain a high level of efficiency throughout long AEW missions. Visitors to the stand were able to operate the console, whilst it plotted automatically a number of simultaneous targets, simulated by a computer. The mission system avionics, produced for Britain's AEW NIMROD aircraft and suitable for adaptation to other types of AEW aircraft, includes a powerful radar, with nose and tail mounted scanning aerials, advanced signal and data processing, a very comprehensive communications sub-system, and six control and display consoles, of the kind demonstrated.

INSTRUMENT SYSTEMS

A new digital air data computer, for fixed wing aircraft and helicopters, was exhibited. For application to new aircraft and for retrofit, the equipment is offered in two basic versions, with or without the interface for a MIL STD 1553 data highway.

The automatic map reader (the latest version of the Company's computerized 'map on the lap') was demonstrated, having now completed very successful flight trials in Germany and the United States. Also shown is a version of the unique Helicopter air data system (HADS) for an Italian helicopter. The equipment, which measures airspeed and direction, right down to hovering flight, is in large-scale production for the Bell Helicopter Textron AH-1S.

A new stores management system, suitable for a variety of new military aircraft, and for types already in service, to extend their operational capabilities.

ELECTRO-OPTICAL SYSTEMS (from the Basildon Works)

Thermal imaging. The United Kingdom's thermal imaging common modules are standardized 'building block' components, incorporating the latest technology. They enable a wide range of imaging systems to be made, to meet the requirements of all three armed services. Enabling scenes and objects to be viewed in total darkness, solely from naturally-emitted infra red energy, imagers made from the modules give an output which is a standard television signal. Pictures taken in total darkness are remarkably similar to monochrome TV pictures. Marconi Avionics and Rank Taylor Hobson are the United

Kingdom industry team for the common modules, which are committed to large scale production. The exhibit is supported by video tape recordings of official trials with the equipment.

Cockpit television is represented by a new system, in production for the US Air Force and US Navy and for air forces world wide. The AN/AWG-16(V) cockpit television sensor (CTS) has now been added to the range of advanced products, covered by the original agreement between Marconi Avionics and Fairchild Weston. The agreement, announced prior to the previous Paris Air Show, and now extended, covers Fairchild's solid state CCD (charge coupled device) cameras and recording systems. The new CTS also acts as a cockpit voice recorder.

FLIGHT AND POWERPLANT CONTROL

'Fly-by-light'. The very latest development in automatic flight guidance and control for aircraft, was demonstrated for the first time outside the United Kingdom. With the system installed, an aircraft's flying controls are signalled by means of pulses of light, transmitted along optical cables, improving aircraft performance and safety and reducing all-up weight.

'Fly-by-wire'. The most recent example of the Company's extensive work in electronic flight control is the all-digital 'fly-by-wire' system, for flight testing in a Jaguar aircraft. This is supported by the first showing at Paris of the microprocessor-based 'intelligent' system for controlling the powerful wing flaps and slats of the new AS10 European airbus. Items of the advanced flight control system for the Tornado were also on display.

Powerplant systems. The microprocessor supervisory control, in manufacture for the RB 211-535 engine, exemplifies the Company's work in powerplant control and monitoring, supported by data on the important APT (automatic powerplant test) systems, now in service for the support of RAF Jaguar and European Tornado programmes.

AIRBORNE RADAR

The advanced airborne interception radar, for the Royal Air Force air defence variant of the Tornado aircraft, was presented. Marconi Avionics also manufactures the UK's other principal pulse doppler radar for air defence, for the AEW Nimrod.

MARITIME AIRCRAFT SYSTEMS

Highly-effective acoustic processing and display systems for anti-submarine operations, are established in production for fixed-wing aircraft and helicopters.

The display depicts the AQS 901 system, in service with Royal Air Force Nimrod Mk 2 and Royal Australian Air Force P-3C Orion maritime patrol aircraft. It is the only system capable of operating with every kind of sonobuoy in the NATO inventory. Details are also given of the advanced lightweight version, LAPADS, entering service on Royal Navy Sea Kings and available for export for use on other helicopters and in fixed-wing aircraft.

SYSTEM INTEGRATION

The increasing use of completely integrated avionics systems, to enable aircraft to carry out particular missions, and the trend towards 'intelligent' sub systems, capable of communicating data with each other, has led to the development of improved forms of data transfer, capable of operating at high speed and with the required integrity and reliability. The exhibit presented, for the first time at Paris, some of the work being carried out to meet the requirements of MIL STD 1553B, an internationally-accepted specification for this important task.

APPOINTMENT

Senior marketing appointment for Marconi Avionics Engineer

S.R. Frost, B.Eng., DMS, A.M.I.E.E., who has achieved considerable distinction as an Engineer in the Instrument Systems Division of Marconi Avionics Limited, has now been appointed the Division's Marketing Manager at Rochester.

Simon Frost (31) who lives in Staplehurst, Kent, joined the Company in 1972, being appointed Development Engineer involved in commissioning the first digital air data computer to be made at Rochester. In 1975 he was appointed Project Engineer, responsible for developments in airspeed and altitude measurement systems for helicopters and, on becoming Project Leader, led the team which developed the helicopter air data system for the US Army's Bell Helicopter Textron AH-1S fleet. He became project Manager for the system in 1978 and has since been involved in advanced technology developments in air data systems for both helicopters and fixed-wing aircraft.

This experience in highly-successful avionics programmes, for aircraft customers in the United States, the United Kingdom and elsewhere, is important for his new appointment as Marketing Manager. Selling in the tough world market for avionics is very much a team activity and experience has shown that engineers with management experience can do this very well.

ENGINEERS FROM THE



Front elevation of exterior of building



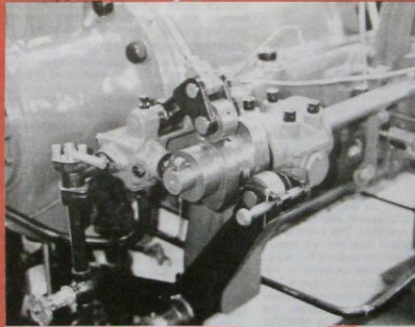
Rear elevation of exterior of building



Detail of engine



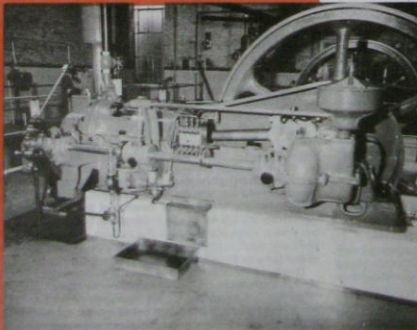
Detail showing brown lining and two gauges



Detail of valve gear



Detail of fly wheel belting and starter engine



Detail of engine structure

With the development of 'modern methods' and the application of new techniques, the country is in danger of losing and therefore forgetting the great achievements of the past—the things which in former times put the 'Great' into Great Britain.

Many of the engineering projects of the past, in their day, were hailed as 'breakthroughs' and were considered tremendous undertakings. To lose these completely, or the memory of them, is to deny ourselves and those who follow us, the knowledge of what industry and industrial machines were, and all the underlying skills and application which have evolved into what is loosely termed 'modern technology'.

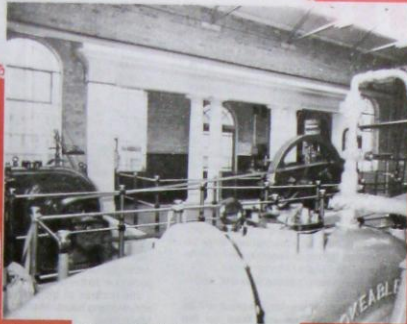
Many groups are springing up, with the avowed purpose of rescuing, preserving and exhibiting such items from the past. Locally to this end a group called the Medway Industrial Archeology Group has recently been formed, to research into the industrial history of this part of Kent and to collect and preserve, in working order where possible, items of industrial interest made or used locally.

The group's headquarters will be in the Brook Pumping Station adjacent to the Pentagon car park in Chatham. The pumping station is in the process of being taken over from the Southern Water Authority by Medway Borough Council for a nominal sum plus a grant towards its structural repair. The station is a listed building and the group intends to open the station later this year to the general public, in conjunction with the Medway Heritage Centre, as an industrial museum.

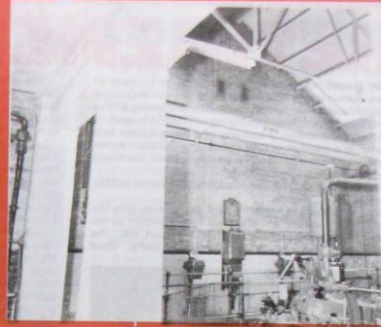
The pumping station was built in 1929 as part of a joint Rochester Chatham and Gillingham sewerage scheme. It has two unique Campbell single cylinder diesel engines, each driving a 250000 gph pump driven

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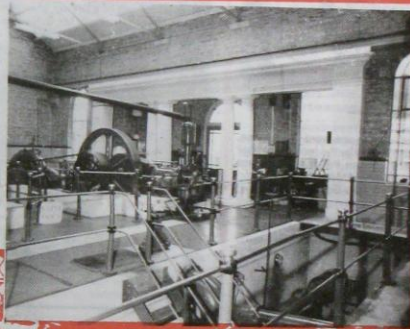
ERING FEATS THE PAST



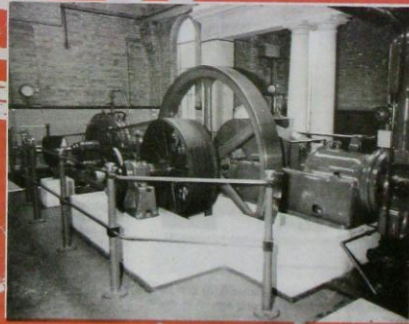
Interior showing column and lintel with part of an 'unchokeable' pump.



Detail of roof and service entry.



Interior showing columns and lintel and the deep well with electronic pumps.



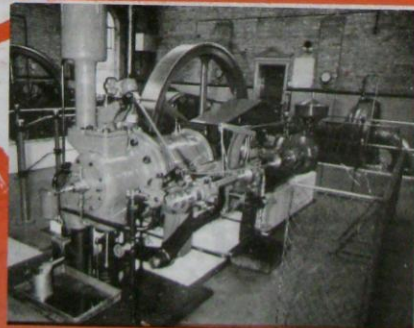
Detail of whole sequence: Campbell engine leather belting and unchokeable pump.

by large leather belts. There are also four electric motor driven pumps two of 100 000gph and two of 80 000gph these are all of 1929 vintage and are complete with their original electric control gear and are in working order.

We are looking for further exhibits to display, and restore, and we have been offered a massive Worthington-Simpson ram pump made in 1935, this pump is also electrically driven, it stands 15ft high by 15ft long and probably weighs 70 tons and is installed in the Strand Pumping Station, Gillingham. From the Snodhurst Pumping Station, Walder-slade, we have been offered a Ruston and Hornsby size 5 class VER diesel engine driving a David Brown 'speed increaser', and Mather and Platt pump on a base which feeds a David Brown 'speed reducer', which drives a pump for a 250ft deep well. We have also been offered a much smaller Ruston 2 cylinder diesel engine and compressor from the same site. Unless we can rescue these, some of which are unique, they will be broken up and sold for scrap.

If anyone is interested, please contact Geoff Fitzjohn, CACD, MRCA Engineering (int. 330). We need help, ideas and exhibits. The group meets every second Sunday of each month but will become more frequent as things get moving, new members will be made most welcome. Meetings are held at the Brook Pumping Station, Chatham.

We can learn so much from the past, to assist in formulating ideas for the present and planning for the future; and with purposeful resolution and determination can rise to the heights that our forefathers in the 'engineering field' scaled so many years ago.



Detail of Campbell engine showing valve assembly and exhaust box.

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RETIREMENTS

Lily Lusted has worked for the Company for over 11 years, during which time she spent 10 years in IN Division as a Production Administration Clerk before joining ATE as Clerk/Typist in Engineering dealing with MRCA project.

A lady who enjoys a sporting life, being a keen lady bowler, is a member of CAV Ladies Bowling Club. As her husband, who worked for CAV, has also retired, she hopes to participate more in 'rolling up'.

She has two children, her daughter Gill works in FCD, and four grandchildren. On the occasion of her retirement she received gifts of a lead crystal vase and a vanity case, subscribed for by her many friends and colleagues at the Airport site. The presentation was made by Mr. Brian Camp, Chief Engineer.



Lily Lusted. (C)

A link with the 'old days' - when one went into service, 'to live in' - has been finally severed by the retirement after 14 years with the Company of **Tom Pateman**, who was employed in the Technical Library of MA.

He began his working life in Private Service, as hall boy, then successively became footman, 1st footman, butler and chauffeur/valet, which conjures up a picture of opulence and the good old days. At the outbreak of war he joined the Army and served in the 6th Tank Regiment in the Middle East. On demobilization he found employment at Reeds International, Aylesford, where he remained for some 21 years before coming up Bluebell Hill to the Airport and Elliott Bros.

Well liked and with a friendly attitude and always of a cheerful disposition he made many friends among those who used the library facilities. Mr. John Lockyer, Chief Librarian, presented Tom with gifts to mark his retirement.

Tom says he will be kept busy doing all the jobs he has not been able to do, and go places he could not get to previously.



John Lockyer wishing Tom Pateman a happy and long retirement. (A)

Mrs. Hilda White, who has been the telephonist at New Road for the past five years, after having served in the Telephone Exchange at the main works for some six years, has retired on completion of 11 years with the Company. She was originally a Tracer and trained at the GPO as a telephonist before joining the Company.

Married to an officer of HM Customs they have a son and daughter, both now married, and two grandchildren. During her retirement she hopes to further her interests with plenty of sewing, gardening and walking.

From all her many friends and colleagues she received a portable typewriter, Cathness glass paperweight, toiletries, cut-glass vase and a bouquet of flowers to ease the transition from work to retirement.



Mrs. Olive Ellen (Telephone Exchange Supervisor) Hilda White (centre) and Pat Brackstone (New Road Receptionist). (A)

One of the long service members of the Company - having received his 25 years' award gift of a pair of binoculars in 1980 - has received a further gift from his many friends and colleagues on retiring from his position as Maintenance Electrical Engineer in IND.

Len Milton started with the Company on 7 February 1955, having begun workday life as an apprentice with the Old Kent Electric Power Co., at Rochester. During the war he served in the RAF on air sea rescue and on demobilization had several jobs in the area, including periods at the dockyard and Short Bros. before joining Elliott Bros.

He has been an active member of the Sports and Social Club since coming to the Company, giving 17 years on the Management Committee and is now a life member. A born organizer, he looked after the indoor games competitions and helped with the sports day; an accomplished actor he has appeared on the boards during the annual pantomime and has earned the title of 'Mr. Light Entertainment'.

For relaxation he enjoys 'messing about in boats' and is a member of Strood Yacht Club. A methodical and conscientious worker, his place will be difficult to fill, but it is hoped he will keep up his entertainment work and be seen around spreading a little happiness.

From all his friends, admirers and fellow workers, he received the gift of a DIY set of workmate bench and drill and stand, presented by Mr. D. Harries.



Len Milton.

25 YEARS' SERVICE

Don Venn, a Production Engineer in CMS, started with the Company in 1956, having moved to the newly-built Davis Estate from Cardiff, London.

He was educated at the South East London Technical Institute on gaining a Trade Scholarship and also served a two year period in the Airforce as an Engine Fitter.

A keen footballer in those days, appearing for the RAF fighter command team.

His 25 years with the Company include periods of service with Aviation, MAC and FID Divisions, as Setter, Chargehand and assistant Foreman and a seven year period training and then supervising apprentices, who showed their appreciation of his services by granting him Honorary Membership of the Apprentice Association.

He has two sons, one is an apprentice working at present in FCD and the other is a keen footballer with Canterbury FC, and a brother Len, who has close to 40 years' service with GEC Valve group.

Apart from following football, his hobbies include music and reading.

Don chose a clock as his memento.



Don is pictured here, flanked by Mr. P.J. Burrows, Production Manager CMS, and brother Len.

When **Dennis Hyde**, the present Contracts Manager of CACD, left the RAF, where he had served for 10 years, he joined the Company at its Bonehamwood Works as the First Technician. This position we now call Technical Assistant.

The Aviation Division was in its infancy and growing fast, and with its growth Dennis progressed to Senior Engineer on the development of air data systems for the Lightning and



Dennis Hyde

Buccaneer aircraft. On the splitting up of the Aviation Division to take care of the various avionic systems, he came to Rochester as Project Controller on CSA CAD/C programme. He transferred to the commercial side of the business and has been in Contract Administration since 1969. His experience within the Company, has seen the growth from some 100-150 personnel to the Marconi Avionics of Rochester.

His hobbies of gardening, DIY, reading and music fill his non-working hours. Married, he has one daughter and lives at Maidstone.

On looking back he cites the gradual diminishing of rewards for long and loyal service, where a new starter of one years' service receives the same benefits of annual leave as the long service employee, which may act adversely to future long service devotion.

CORRECTION

We have been advised by Mr. A. Houlgraves, ADD Engineering, that we booted when quoting the name given by the Russian Navy to HM Royal Sovereign (page 6 column 2 issue 34/81).

He writes: The following extract from Meister's Soviet Warships of the Second World War may be of interest:

A Soviet crew arrived in the UK early in 1944 and commissioned the Royal Sovereign as Arkhangelsk on 30.5.44 and she left with convoy JW59 for Kola Inlet on 24.8.44.

The Arkhangelsk remained completely inactive in the Arctic for the remainder of the war and was returned to the Royal Navy on 4 February 1949 . . .

Editor's note:

Thanks for the information and putting the record straight. Memories, after nearly 40 years sometimes play tricks, especially with difficult foreign names.

Seeking pastures new



Vic Fisher with his farewell gift. (D)

A well-known member of CACD, in the person of **Vic Fisher**, has packed his bags and gone to pastures new. Together with his wife and daughter he has gone to South Africa - to Johannesburg, where he will be employed by Marconi in a similar capacity to that of Senior Buyer, which he held here in CACD.

Vic began his association with the Company in 1973 as a Purchase Progress Clerk, within the then FCD. He progressed upwards by way of Buyer and Senior Buyer and, on the formation of CACD, continued in that position.

A keen sportsman particularly as a rugby player he turned out for Gillingham Anchorians, as well as being one of the originals of the MAV Rugby Club. He also played squash - (to keep his figure down?)

The recipient of many good wishes for his health and prosperity in the new land, he also takes with him a permanent memento of all his former friends and colleagues, in the form of a telephoto lens for his camera, which Mr. J.F. Smith, Production Manager CACD, presented on everybody's behalf.

Young Enterprise Learning by doing

At the Medway and Gillingham Area Board prize giving evening the Young Enterprise Company 'Dyonics' sponsored by Marconi Avionics Limited was awarded the Rotary Club trophy for being judged the best company of the year. This annual award goes to the company which plans, produces and markets its products in the true style of a commercial business.

Patrick Bateman seen holding the trophy also won an individual award for presenting to the invited guests and

audience a Managing Director's report of the Company's trading year and financial standing.

Mr. W.H. Alexander who has long championed the concept of Young Enterprise and is Vice-Chairman of the Area Board attended the prize giving event and congratulated all the members of 'Dyonics' on their achievements and wished advisors, Mr. Colin Matthews, PSD, and Mr. Don Short, Training Department, continuing success in the future.



The members of 'Dyonics' together with advisors, Mr. Alexander and other members of the scheme.

WHAT IS YOUNG ENTERPRISE?

Young Enterprise offers young people between the ages of 15 and 19 an exciting way of making the difficult transition from school to work.

It does this by providing prospective or recent school-leavers with the opportunity of operating a real-life industrial enterprise, a scale-model company, with real problems, real solutions, real failures and real successes.

This is a part-time activity for about nine months, from autumn to early summer. Participation is entirely voluntary, quite distinct and apart from school work or vocational training.

THE SCHEME

In its most usual form, a Young Enterprise 'company' consists of some 20 boys and girls, either still at school or in training for a job. They all take a hand in its 'incorporation', subscribe to its Memorandum and Articles of Association (and discover the meaning of such documents), decide on the company name and on the product it will manufacture. They elect a board of management from among themselves, raise capital by selling

'shares', organize production, do market research, sell the products. They handle real money and they will have to account for the way they have managed their business.

Each company is issued with the material necessary to keep records and organize business systems. The participants are advised by a team of volunteers who have experience of industry and commerce and who can guide the steps of the company's management, sharing with the young people their practical knowledge of accountancy, production management and salesmanship. But they do not instruct or direct.

An Adviser is a practising business executive with an expert knowledge of his own field who volunteers to help a Young Enterprise 'company' during its trading year. An ability to get on with young people and to put across the subject is of the utmost importance. As the name implies, Advisers are there to advise: they do not run the companies. Normally, three Advisers are available to each company.

At the end of the business 'year', the company will go into voluntary liquidation, and will report to the shareholders, declaring a dividend if there is a surplus.

In the process, members of the company may have discovered new interests and a chance to make an informed choice of career.

FINE GESTURE BY CRAFTSMEN IN THE MAKING

Marconi Avionics production trainees present their work to their team's most experienced member - Director Alf Harrison.



Alf Harrison receives the 'mashing can' from two of the apprentices involved in its manufacture. (C)

Four young apprentices at Rochester's high technology electronic systems company, Marconi Avionics Limited, demonstrated their team's high level of individual craftsmanship, by presenting an example of their work to the Director of Manufacturing Services, A.J. Harrison. Tony Porter, Kevin Brown, Garry Button and Gary Francis, second year apprentices in the Central Machine Shop, have produced, as their sheet metal work exercise, a stainless steel tea billy of the kind which Alf Harrison well remembers when he was an apprentice over 50 years ago.

Alf, who hails from Coventry, where he gained a great deal of practical experience of production methods from the motor car industry, prefers to call it a 'mashing can'. It is a superb example of the handcraft which is important in the making of prototype aircraft units, before they are toolled for quantity production. As such, it is a very fitting gesture for the work of the four apprentices to be presented to him. It was made under the supervision of sheet metal expert Mr. Alf Dingley.

Alf Harrison, who lives in Chatham, joined the Company at Airport

Works in 1958, as General Manager responsible for production, cost control and purchasing at the Rochester establishment. It is now the Company's biggest factory, where most of the equipment exported is produced. The successful development of Europe's foremost avionics production is very much due to his personal leadership, enthusiasm and involvement.

When Alf Harrison was made a Director in 1973, to enable him to apply his talent across the Company's three establishments, the total work force was 6700 people. Today, nearly as many people are employed at Rochester alone, out of a total of 12,100, an expansion which has very much depended on being able to produce to aircraft manufacturers' requirements, on time and at the right price.

The Central Machine Shop was one of Alf's innovations, to serve as a source of expertise in the mechanical engineering aspects of aircraft systems. These are important in equipment varying from simple fuel flow measurement indicators to advanced head-up displays.

Marconi Avionics took on a record number of craft and technician apprentices in 1980 and has placed great emphasis on training and skill development among all its employees, more than 10% of whom are undergoing full-time training.

Royal Aeronautical Society

Medway Branch

The annual awards for the best papers published by the Society in 1980 have been completed. There were five awards in all including:

The George Taylor (of Australia) Prize
Best paper on design etc.

The Simms Prize
Best paper on electrical systems etc.

The Busk Prize
Best paper on aerodynamics etc.

The Hodgson Prize
Best paper general subjects etc.

The Alan Marsh Award

For exceptional technical promise in the rotary wing field

The Simms Prize for the best paper on electrical, electronic and other systems (including the ground environment) has been awarded to Ron W. Howard, Marconi Avionics Ltd, Rochester, for his paper 'Progress in the use of automatic flight controls in safety critical applications', and which was published in October 1980 issue of the Aeronautical Journal.

Mr. Howard is a Joint General Manager of the Company.

Competition

The English language is full of weird words. We use many of them everyday and it is only when we stop to study them that we realize just how odd they are.

We give below a series of nine questions for you to answer. For the first correct answer drawn out of the 'hat', we will give a prize of £5, with £3 and £1 prizes for the following two.

Entries to be sent to the Editor, MAv News, and marked 'Competition Issue 35', together with name, address and/or division, to be received not later than 11 August 1981.

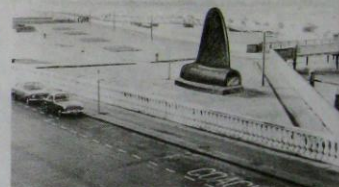
Can you name:

1. A reasonably common word which contains all five vowels, each used once, and in their correct alphabetical order?
2. A seven-letter word which does not use any of the five vowels?
3. A reasonably common word which contains the letters **shch** grouped together in the middle?
4. A word which contains the letters **tchphr** grouped together in the middle?
5. A word with more than 15 letters in which the only vowel is **e**?
6. A word which contains three pairs of identical letters each pair coming directly after the one before?
7. The shortest common word to use each of the five vowels only once?
8. Do you know the longest word in the Oxford English Dictionary?
9. What is the longest word which can be played on the piano? (that is made up of only the letters C, D, E, F, G, A, B, C, - the notes which constitute an octave). If necessary hyphen can be accepted.

As long words can be a source of fascination, a favourite is 'antidisestablishmentarianism' (28 letters), and means the act of opposing the separation of church and state. There is even a chemical term for a protein (written $C_{1299}H_{2051}N_{343}O_{375}S_9$ for short) which has 1913 letters when written out in full. It begins methionylglutaminyll... and ends alanylalanylthreonylarginylserine (these are not used in the competition).

If no correction solution is received those with the greatest number of correct answers will be used. The Editor's decision is final.

PLANS TO HONOUR MEDWAY'S AVIATION PIONEERS



An artist's impression of the proposed memorial.

Short Brothers, Britain's first company to build aircraft commercially and which, until 1947, was Medway's biggest private employer, at Rochester's Airport Works and by the River Medway, are now to be commemorated in the very city where their greatest achievements were made. Plans for an attractive memorial, in marble, to be erected on the Esplanade, are being drawn up and private funds for its erection are being subscribed.

Marconi Avionics, which now occupies historic Airport Works, manages Rochester Airport and has in turn become Kent's biggest aviation company, has prepared the artist's impression of the proposed memorial (shown). It comprises, at full scale, the tail fin and part of the rear fuselage of the world-famous Sunderland flying boat, which played an important role in coastal and maritime defence during the last war and which, afterwards, as the Sandringham, helped in the re-development of civil air transport between the different nations of the world.

To be made of marble and bearing a plaque, on which future generations of people will be reminded of Medway's unique aviation heritage, the 21 ft high memorial is proposed as a fitting tribute to the remarkable pioneers of aviation who received no accolade of any kind during their life time.

Apart from a road at the new light industrial site at Rochester Airport (named after chief test pilot John Lankester-Parker), even Medway has hitherto failed to honour its aviation heroes.

In 1980, during her term as mayor, Cllr. Peggy Saxby made an appeal for a suitable Shorts memorial. As a result, work by a group comprising the Medway Branch of the Royal Aeronautical Society, the Short Brothers long Service Association, the Council of Rochester-upon-Medway and individuals, plus appropriate sponsorship, has now given the City the chance to make amends.

Plans for the new memorial are in process of submission by the group to the Council's planning authorities.

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Sports and social club round up

SAILING

Richard Stone wins on the Black Water

Colwyn Stone's son Richard became the first holder of the 'Colwyn Stone Challenge Trophy'. He won both races in the annual sailing match between Rochester and the Marconi Sailing Club, held on Saturday 13 June at the Marconi Sailing Club on the Blackwater. On the 'first day of summer' in ideal force 3 to 4 winds Richard powered away in his Laser, on almost continuous plane on the long reaches which were a feature of the course.

Officially there were four boats in each team, two Lasers, one Solo and an Enterprise. After many years of endeavour but no success, MAv (R) came good to win both the individual and team races.

Last year's winner, MSC's Ron Greycorse, made the crucial mistake loaning his boat to CACD's Gordon Belcher. On the beats in the first race he had to watch his own faster boat pulling away from him and in the second race the tiller on his borrowed boat broke and again he had to watch his own boat sail off into the distance.

Dave Jibb from ADD, sailing for the first time this season, sailed well but the lack of windward work did not favour the Enterprise. However Dave held off the Marconi Enterprises in the first race and only narrowly failed in the second when he lost a lot of distance by crossing the tide too early.

Chris Hodson, FCD, sailing a borrowed Laser was late for the start of the first race but in the last race after a couple of pre-start capsize got it together to be second on the water and fourth in the race.

The Moultons surviving a few pre-race crises, started fifteen minutes behind the rest but next year will be different.

Colwyn's wife Joan presented the fine new trophy to their son before Jack Pateman, the Marconi Sailing Club President, and Malcolm Moulton sailed their cruisers down stream back to the sea in a Hollywood type ending to a superb day.

RESULTS	1	R. Stone	Laser	MAv(R)
	2	G. Belcher	Solo	MAv(R)
	3	J. Weedon	Laser	MSC
	3	N. Pope	Enterprise	MSC
	5	D. Jibb	Enterprise	MAv(R)
	6	C. Hodson	Laser	MAv(R)
	8	P. Gray	Laser	MSC
	8	R. Greycorse	Solo	MSC

ELLIOTT PHOTOGRAPHIC SOCIETY

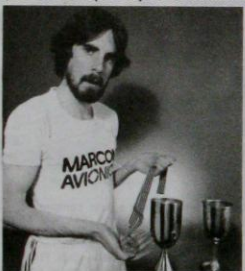
At the Annual General Meeting held in the Towers Conference Room on 27 May the new officers and committee were elected for the forthcoming 1981-82 season. The Treasurer reported that the accounts were in a healthy state and it was intended that a colour enlarger was to be purchased for use in the club's darkroom now that it had been moved and renovated. It was hoped that this would attract new members next season.

The Chairman reported a successful year during which the club had maintained its position in inter-club battles of about half-way up the list.

The Chairman, Mr. G. Lancaster, presented the 'Photographer of the Year' prize to Mr. E. Sponder, runner-up.

ROCHESTER ATHLETE'S SPANISH TRIUMPH

Brian McSloy of Marconi Avionics wins 2nd place, to beat Europe's top Road Runners.



Brian McSloy, 21, Development Engineer with Marconi Avionics of Rochester, beat some of Europe's best road racers on Sunday, 7 Dec. 1980 to take second place in the Jean Bouin 9 1/2 kilometre road race in Barcelona. The first four places went to British runners and Brian, with a time of 25 mins 41.6 sec, was only 9.4 seconds behind the winner, Tim Hitchings.

Brian, who races for the Athletics and Social Club of Marconi Avionics, took first place in one of Southern England's top road races, only 3 weeks previously, leading home a field of 332 from all over Britain in the Rochester 5 mile race. His club won the team event for that important race, but it was Brian's personal performance which won him the chance to race in Barcelona. There, he faced competition from teams from France, Belgium, Spain, Italy and, of course, Britain.

Brian, who lives in City Way, Rochester, and comes from Wislaw, Lanarkshire, joined Marconi Avionics in 1980, on leaving the University of Strathclyde with a B.Sc. honours degree. He works in the Company's Maritime Aircraft Systems Division, on a Company-funded development of an advanced airborne processing unit.

On Saturday 6 December, while Brian was en route for Spain, his club had another success, when it won the London Business houses 5 mile Cross-Country Championship by a significant margin.

With Brian McSloy in such good international form, the employees at Marconi Avionics can have every hope for further wins in Athletics in 1981.

prize to Mr. B. Paxton and the Chairman's special award for outstanding progress to Mr. A. Jezard.

Formulation of next season's programme is well underway starting with the open evening on Wednesday, 30 September. A special audio-visual evening will be a star-attraction in February and there will be a number of other visiting lecturers. New members are always welcome—contact officers or committee members.

Officers for next year:—
Chairman—Mr. G. Lancaster
Treasurer—Mr. A. Mayger
Secretary—Mr. B. Paxton



The Chairman, Mr. G. Lancaster, presenting the 'Photographer of the Year' award to Mr. E. Sponder.
Photo by Glenn Burrows

ART SOCIETY

An Art Society has recently been formed, to cater for the interests of all existing and would be Artists within the company, or families.

A full programme of lectures, competitions etc has been arranged and facilities for tuition and instruction are available.

A Competition trophy is awarded monthly to encourage participants; while visits to exhibitions, discussion sessions and sketching trips are fully catered for.

A greater influx of members is required, to get the best out of the society, and all ages are welcome to join.

It is hoped that apart from painting, the full range of 'ART' mediums will be covered, such as sculpture, modelling, collage and tapestry.

As painting, or other art forms is a relaxing hobby, it is an ideal method of filling time when one is retired, or about to retire.

If you are in any way interested, and would like to know more, or discuss ideas and opportunities by you young or old, a visit to a meeting will be rewarding, without obligation.

Glen Bartle, the chairman of the club is a well known exponent of 'cartoon' drawing, some of his work having featured already in past issues of MAv. News, and he together with the secretary and treasurer are only too ready to help.

Meetings take place each WEDNESDAY from 7 pm to 9 pm in the Service Canteen.

Telephone numbers are: Glen Bartle AS & R int. 831
D. Pells ATE 644
C. Thornpeon FCD 631

MEDWAY ENGINEER'S ATHLETICS TRIUMPH

Gary Gallagher of Marconi Avionics is the UK champion.



Gary Gallagher 26, design draughtsman with Marconi Avionics Limited of Rochester, achieved a personal triumph and success for the company's athletics club, by becoming the UK National Triple Jump Champion on Bank Holiday Monday.

Gary, in the final year of his higher National Certificate Course in Mechanical Engineering, had previously qualified to enter the UK Championships, which were held in Antrim, Northern Ireland. The week before, on 17 May, he won the Kent County Championship, at Crystal Palace.

His 15.46 metres jump at Antrim, which won him the gold medal of the British Athletics Association now stands as the Northern Ireland's all-comers' record. It also raises his all-UK ranking, from 8th to 6th place. (The leader, now in the USA, recently achieved the world triple jump record).

He lives in Sittingbourne (where he previously attended St John's School) and is to be married soon. His bride-to-be, Sally, is a member of the same athletics club (though not of the company).

Keeping in training, studying for his final exams and decorating the new house, in Sittingbourne, is taking up most of Gary's time. In relaxation he likes listening to music.

In his job Gary produces mechanical designs for the head up display equipment which leads the whole world. Marconi Avionics is the foremost producer of displays for aircraft and recently won the \$100 million contract to develop a new and advanced type, based on holograms, for the United States Air Force.

INTER-DIVISIONAL INDOOR BOWLS

The 1980/81 season Inter-Divisional Indoor Bowls Tournament has resulted in IN Division team running out winners, over an ATE Division team when they met in the final.



IN winning team (L-R) Tony Rye, Ray Currow, Bob Pells, Colin Winter, Edmund Knight, George Roberts (Capt) with trophy, Bob Featherstone, Tally Evans, (D).



ATE team runners up (L-R) Pat Fitzgerald, Jim Hayes, John Paul, John Bailey, Bob Brooks, Bob Middleton, Roy Head, Dave Phillips and Ted Elvin (D).

MUSIC IN THE CLUB-HOUSE

JULY	4 22 CARAT	15 SPIRAL
11 HAPPY DAZE	29 THYME	22 AURA
18 INCROWD	5 SEPTEMBER	5 KINGS RANSOM
25 SPICE	12 22 CARAT	19 HAPPY DAZE
AUGUST	1 MESSALERO	19 HAPPY DAZE
8 ZEBEDEE	26 IN CROWD	

CROSSWORD No.35



ACROSS

- Speechless (2,1,4,3,5)
- Follow in order (8)
- Wax pencil (6)
- St. Patrick's 'Ile' (4)
- Rope made ready, manually (4,6)
- Put on performance (5)
- Sometimes French or German. Lorraine can help (8)
- One who sees most (8)
- Pie on one another (5)
- Old boy for age (4)
- Grand climax (6)
- Religion or politics, he's in it! (8)
- Friendliness with first names (2,8,5)

For amusement only

SOLUTION TO CROSSWORD No. 34

ACROSS

- Codical, 5 Slang, 9 Mention, 10 Brawl, 11 Peep, 12 Earshot, 14 Tri, 16 Unhappy, 18 Warden, 19 CEI, 20 Tornado, 22 Page, 25 Match, 26 Plumage, 27 Eel, 28 Rides, 31 Ejector, 33 Tire, 34 Eater, 35 Earnest.

DOWN

- Comb, 2 Dance, 3 Clipper, 4 Winnet, 5 Sober, 6 Abashed, 7 Gelatine, 8 Sweet, 13 Customer, 16 live, 17 Worsted, 19 Couplet, 21 Aches, 22 Prune, 23 Craft, 24 Gear, 28 Ice, 30 End, 31 Eve, 32 Lea.

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

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