

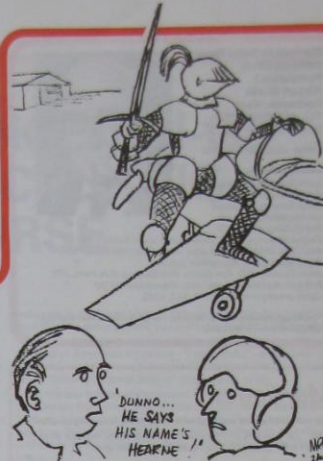


**MOTTO FOR THE MONTH**  
"Come now, and let us reason together."



## Anglo-American aerospace honour for Marconi Avionics director

Peter Hearne to receive the John Curtis Sword



The John Curtis memorial sword, awarded annually by the magazine *Aviation Week and Space Technology*, is to be received this year by Peter Hearne, a Director and General Manager of Marconi Avionics Limited. The award is made for outstanding effort in Anglo-American aerospace activities.

P.A. Hearne, M.Sc., D.L.C., C.Eng., F.R.A.e.S., F.I.Mech.E., is the Marconi Avionics Director responsible for the Company's Airborne Display, Inertial Navigation, Maritime Aircraft Systems, Gyro and Automatic Test Equipment Divisions. One of the most valuable of the Company's American business activities is in head-up displays, which are in service with the US Air Force, US Navy and US Marine Corps, and many other air forces.

Marconi Avionics is a long-established supplier for American military and civil aircraft programmes. As part of the General Electric Company p.l.c. Britain's biggest engineering group, the Company has operations world-wide, including a design and manufacturing facility in Atlanta, Georgia, USA.

Peter Hearne, 55, was born in Sunderland, Co. Durham, and educated at Sherborne School Dorset, Loughborough College of Technology and The College of Aeronautics Cranfield and, in the USA at the Massachusetts Institute of Technology.

He was President of the Royal Aeronautical Society, 1980-1981, and has been a member of its council since 1976.

His industrial career began in 1946 as a Design engineer with Saunders Roe. From 1948 to 1954 he was in the Operations and Engineering Development Units of BOAC at London (Heathrow) Airport, involved in the development of Comet and Britannia aircraft. From 1954 to 1958 he was the Helicopter Project Engineer with BEA at London Heathrow and Gatwick, and was responsible for the experimental flying programme.

In 1959, after about a year with British Oxygen as Commercial Manager of the Aeronautical Equipment Group, he joined his present company which then traded as Elliott Brothers (London) Limited.

From being Division Manager of the Company's 300-strong Guided Weapons Division, he was appointed Assistant General Manager in 1960, responsible for three similar divisions. In 1965, he was appointed Director and General Manager, with specific responsibilities for avionic systems of the divisions concerned.

Throughout his career, he has been keenly interested in flight operations, since learning to fly in 1945. He still holds multi-engine and instrument ratings and is a keen sailplane pilot and owner, with some 3000 flying hours as a pilot in all types of aircraft.

The Sword, donated by the Graviner Division of Wilkinson Sword Ltd., is awarded in memory of John Curtis, who was the Director UK Marketing and Business for *Aviation Week and Space Technology*. It has previously been received by a Briton and two Americans, namely Air Cdre F.R. Banks RAF, Lt. Gen. Thomas Miller, US Marine Corps, and General James H. Doolittle, US Air Force.

## If you want to get ahead join the GEC Fellowship Scheme

Each year, up to six GEC employees are awarded the chance to spend a year away from their jobs, training or studying to advance their careers, on full pay.

This is called the GEC Fellowship Scheme. There are no entry qualifications, and everyone is welcome to apply. The only requirements are that you must have worked for a GEC company for at least two years, your plans for the year away must be useful both to you and to the business, and you must stay in GEC for at least two years afterwards.

Application forms generally have to be completed in February each year, as most winners start their Fellowships in September. The applications which are supported by the local Managing Director or General Manager then go to the GEC Head Office in London, for consideration. Finalists go there for an interview, and the winners are announced in May.

Recent winners have done all kinds of things during their year away. Welding training, an M.Sc. or Ph.D degree at university, advanced engineering or business studies, a series of short pro-

jects, work experience abroad—these are just some examples.

Since the GEC Fellowship Scheme began, many GEC employees have found out how well it has helped them to advance, and to get wider job opportunities in GEC. Some GEC Fellows have even gone on to become senior general managers.

If you would like to consider applying for a GEC Fellowship, full information and advice are available via the Personnel Department.

## Marconi Avionics will announce major new business at Farnborough's Anniversary Air Show

On press day on the 25th Farnborough Air Show, Marconi Avionics Limited, will give the first details of new aircraft programmes in which it has a major involvement, and nine new products, developed for the world's aircraft.

The Company, which in a decade has trebled its world market share, across the whole range of avionics, will also describe major achievements on contracts already held.

New products include airborne ranging and interception

radars, airborne processing and display systems, 'strapdown' heading and attitude references, mission systems for maritime patrol, power conversion equipment and a new rate gyro unit.

Major progress will also be reported with, for example, VHF/UHF communications and secure speech systems, doppler velocity sensors, head-up and head-down displays, including the new LANTIRN wide angle raster HUD for the US Air Force, standard central air data computer systems for the USAF and US

Navy, helicopter air data and lift margin systems, unmanned aircraft, COMPACT ALPHA automatic test equipment, airline slot and flap control electronics, 'fly by wire' and 'fly by light' systems for flight control, 'strapdown' guidance and control units, engine test electronics, the HELI-TELE helicopter television and data link system, cockpit television, thermal imaging common modules and mission software developments.

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

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 Ken Castle, Ann Golding, D.H. Pells, ATE  
 Erik Loft (Calibration) and John Brambleby, GYRD  
 Other are required for: CQD, RAS, CMS.

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



### Marriages

**Our congratulations and best wishes go to the following couples:**

Mr. J.K. Landers of PSD Planning Department married Miss J. Hough at St. Justice Church, Rochester, on 14 August.

Julia Mason, a typist in AS & R Supplies Department, married Jim Mason, a carpenter, on 31 July at St. Margaret's Church, Rainham. Julia has been in AS & R for just over one year.

To mark the wedding of Steve Moreton of CACD and Jan Daly of Personnel, members of the divisions and friends contributed to give gifts to the happy couple.



Steve Moreton and Jan Daly

### Congratulations

To Sue Hockney, a Cost Clerk in AS & R Cost and Budget Department on attaining her 18th birthday on 18 July.

### Leaving

Susan Wood, a Progress Clerk in AS & R Division for three years, has left the Company to start a family due in September.

### MARCONI AVIONICS - BP KENT CLUB ELECTION - 1982

Nomination for Ordinary Member of the MANAGEMENT COMMITTEE

Marconi Members	Seven vacancies
Fisher Controls Member	One vacancy

*Please indicate by ticking appropriate box above*

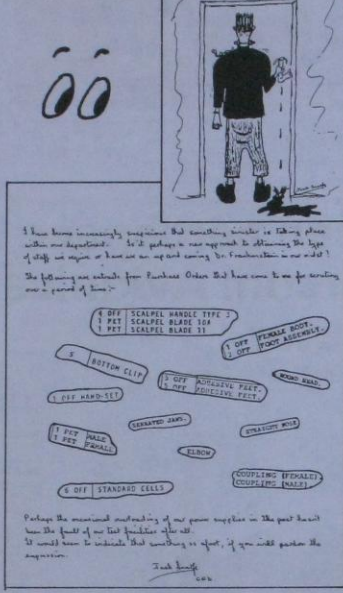
Candidates name ..... Please print  
 Department or division ..... Club no. ....  
 Signature of candidate .....  
 Date .....  
 Proposer's signature ..... Club no. ....  
 Secunder's signature ..... Club no. ....

This nomination paper is issued subject to Clause 5(a)(iv) of the Constitution.

Nomination papers must reach the Club Secretary by 21 October 1982.

### One man's meat . . . .

A light hearted look at the daily routine in CQD



**FOR SALE**

Detached house in traditional Kentish village

Built ten years ago in a quiet cul-de-sac in Boughton Monchelsea (4 1/2 miles south of Maidstone)

- \* Through lounge/dining room
- \* Large kitchen
- \* Entrance hall with cloakroom (w.c. and wash basin)
- \* Porch to rear garden
- \* Three bedrooms
- \* Bathroom with separate w.c.

Full gas central heating throughout. Garage, with workshop and darkroom, attached to house. Front lawn and driveway, large enough to take four cars.

Large secluded rear garden with lawn, flower beds, shrubbery, vegetable plot and greenhouse. Hardstanding for boat/trailer and caravan.

**Price £48,000**

Please contact Mr. Hopper (int. 2975) or Maidstone 45386.

### Big Discounts from Hertz for Marconi Avionics staff for your private use

Hertz Rent a Car is offering special discounts on car rental to Marconi Avionics staff.

Cars booked for use in the United Kingdom will now be available at a flat rate with no mileage charges. You can drive as far as you like and need only pay extra for petrol. The Hertz price stays the same.

This special offer from the world's largest car rental and leasing company means you can drive away in a new model Ford Escort 1.3L for £10.17 a day, with no mileage charges. Rates for other models are equally impressive, especially if you intend to share the cost with a friend or relative.

And for those of you with an eye on the Continent, Hertz has also decided to slash its European time and mileage rates for Marconi Avionics staff. Now you can rent one of the Hertz cars in Europe and pay 30% less than the quoted time and mileage rate. Europe becomes as affordable as your own country.

Extra benefits through renting from Hertz in Europe, are the ease of obtaining correct documentation, and the security of the Europe Assistance programme. Hertz makes sure you have all the driving and car registration papers required in the different countries you'll be driving through, and should you have an accident, the assistance programme guarantees your hospitalization and return to your home town as soon as medically possible.

All this is available to you by using a Hertz discount sticker which you can obtain from Lorna McPake or Chris End in the Travel Office, internal extension 2894.

If you plan to use Hertz often, it would help you if you joined the free-membership Hertz No. 1 Club. As your rental requirements would already be on file, this speeds up the process of collecting and returning the car.

As well as the above offer, Hertz also have special fly-drive packages, weekend and holiday programmes. These package rates have already been discounted as far as possible to offer the best deal to Hertz customers for their leisure time.

So get in touch with the Travel Office for your stickers and No. 1 Club application forms and join the world of super service.

**CASTAWAY**

The selected 'victim' to be cast away on a lonely vigil for this month is Raymond Graves, of the Retefixing Department.

He was a student at Midway College of Further and Higher Education and gained an HND certificate.

Among his experiences he has been a valuer for a record company in Hamburg, Germany, and his choice of music reflects these interests. He is married with a young family.

**MUSIC**  
 Dead Ringer For Love by Meatloaf—a very powerful record which took three years to make and worth waiting for.  
 Status Quo: 1982—20 years on and still rocking! Terrific.  
 Out of the Blue from ELO—a fantastic production being also 'out of this world'.  
 Session by Jerry Lee Lewis—a live recording of an impromptu session recorded in London.  
 Summer Safari with Beach Boys—cruisin' music.  
 Jessica by Allman Bros.—Southern rock at its very best.

**BOOKS**  
 The Contaminant by Leonard Reiffel—the ultimate conflict, should be read whilst it is still fresh.  
 The Sorcerer by Eric Ericson—sex, satanism and murder rub shoulders in this epitome of depravity.  
 The Net Tembly Good Club of Great Britain—This proves that truth is funnier than fiction. Hilarious all the way through.

## Kitchen Kapers

Do you enjoy BARBECUES and BARBECUED FOOD?

If so, you would most certainly relish smoked food. The equipment needed is called, naturally, smokers. They are less versatile than barbecues, but have their advantages, being simpler to operate, they also take up less space in the car and the food cooked in them takes less time to prepare.

There are several smokers on the market, the largest of these is suitable for family picnics, and consists of a steel box 12 x 14 inch, containing a grid and a baffle plate. The space beneath the baffle plate is filled with wood—preferably oak-dust. Heat is supplied by two methylated spirit burners which, when fired beneath the box, ignite the wood dust.

The smouldering dust not only smokes the food on the grid above, but cooks it as well. There is no chance of burning the food, for the cooking and smoking process is completed when the spirit lamps burn dry—in about 20 minutes or so.

Food prepared in this way has a flavour all of its own. Smokers were originally intended for fish. Trout, herring, mackerel, haddock, lightly salted and cooked on the grid without oil or fat, are all delicious when smoked. However, sausages, chops and ham also take on an entirely new taste when cooked in this way, and provide a novel and exciting outdoor meal. Vegetables, of course, cannot be cooked on a smoker, so provide salads instead.

Recipes for special salad dishes.

**CARROT AND RAISIN SALAD**  
 An unusual combination that is easy to make and serve.

**Ingredients:** 2 large carrots  
 1/4 white or summer cabbage  
 2oz seedless raisins  
 small carton of soured cream  
 salt and pepper  
 juice of 1 lemon

**Method:** Peel and grate the carrots and finely shred the cabbage, mix with the raisins and season with salt and pepper. Coat with lemon juice. Spoon the salad into a container and add the cream just before serving.

**POTATO SALAD**  
 A suitable side salad for fish dishes, such as salmon or trout.

**Ingredients:** 1lb small new potatoes  
 French dressing  
 mayonnaise  
 lemon juice  
 chopped capers

**Method:** Clean the potatoes and boil them in their skins until tender. Drain and cool before peeling. Marinate the potatoes in a French dressing for 1 hour in the refrigerator, then drain and turn in mayonnaise sharpened with lemon juice and flavoured with chopped capers. Chill the salad.

## Divisional Activity



ATE Division recently exhibited Compact Alphas at INSPEX 82 held in Singapore.

Our picture shows, from left to right: Bill Cohune (Dynamar - local distributor), Bob Ruggles (ATE Divisional Manager), Norman Dunn (MAV Rep, Singapore), Geoff Rands, Kevin Dawson, Russell Woolley, and with his back to the camera - Ron Shimanek of General Motors, Singapore.

These 'globetrotting' expeditions are like the operation of the ancient phrase 'Cast your bread upon the waters - and after many days.....'

## Suggestion Scheme

Recent awards within the Suggestion Scheme have included:

Mr. S. Fitton a tester in ADD who received a nominal award of £5. Mrs. S. Fowkes a Progress Chaser in ADD also received a nominal award of £5 for an idea relating to cost saving in T - Card System. Mr. V.A.P. Rossi an ISD tester was awarded £7.58 for his suggestion concerning the replacement of relay pins on OAS card, together with related pin sockets for mounting and replacement.

## Appointment

It is announced that Mr. R. Davidson has been appointed Contracts Manager of GYRO Division as from August.

Mr. Davidson has been with the Company for 8 years after serving in the Army. For the first 3 years of his service he was with the Accounts Department and the last five have been within his present division.

With a hobby of playing squash, he keeps himself fit, and relaxes by being a devotee of detective stories.

## THE LEAST SUCCESSFUL SAFETY FILM

In 1976 the British Aircraft Corporation showed a film on the dangers of not wearing protective goggles to employees at its Preston factory. It was so horrific that thirteen employees had to be helped out by workmates and State Registered Nurses.

One scene was so realistic that a welder fell off his chair in fright and had to have seven stitches. During the same scene another worker fainted and had to be carried out. In one full-colour close-up a group of machine minders had to be led out feeling sick and faint.

The divisional safety officer, Mr. Ron Hesketh, said the film was being withdrawn because it was not safe. 'We are very keen to get over the point of eye protection,' he said, 'but at this point in time we have decided not to take any chances. We seem to have had at least one person keeling over on every course during the safety campaign.'



# THE ADVANCED GI-G6 MANUFACTURING COURSE

It is encouraging to learn, in these days of hardship, that this company is still ploughing money into new ventures.

Gyro Division - with Northrop USA - have signed a licence agreement to manufacture the GI-G6 Rate Integrating Gyroscope and AP-G6 Accelerometer. These instruments have proved extremely successful in 'Strap Down' Attitude Reference Units and will meet the needs of future systems design requirements for programmes of the 80s and 90s. They are of high performance and reliability under adverse environments, and their ability to be produced at low costs have enabled them to capture a large proportion of the American market.

We are currently ripping out our mezzanine clean room suite in preparation for Works Engineering to refurbish it to class 100 superclean area; other activities include the manufacture of dozens of precision assembly tools both by our own model shop and local sub-contractors. Northrop are also busy in manufacturing test equipment that will be shipped to us and sited in our test area on the ground floor of Tower 3. Because of the extreme sensitivity of these instruments it will be necessary to sink seismic piers in this area, i.e. some 40 tons of concrete poured onto firm ground below the Towers and insulated by cork from surrounding vibrations. To add to these problems, the block needs to be aligned to North such that the gyros can be mounted so as not to detect the earth's rotation.

Another major task in setting up to manufacture these instruments is the personnel training. It was agreed that this would take place at the Northrop plant in Boston USA where our personnel would receive a five - week intensive course actually building gyros.

The Gyro Division representatives were:  
Stan Webb - Senior Production Engineer  
Peter Brignall - Deputy QA Manager  
Philip Hatcher - Planner  
John Stewart - Foreman  
Dennis Chantler - Chief Production Engineer (final week only)

The training course was run in a most efficient manner with parts and equipment available at every stage so that no time was wasted in preparation.

The trainees received instruction from Gary Brewer, Senior Manufacturing Engineer, and various specialist operators before being allowed to have a go themselves. Because of the minute size of some of the parts within the gyro, most operations are carried out under a microscope. To give an impression of size a flex lead has to be soldered to a clip (this is about the size of a hair spring in an old fashioned watch). The gimbal assembly is mounted on pivots in minute bearings - the pivot is the same diameter as a pin and is surrounded by seven balls. The spin motor is 1/4" dia. and runs at 24000 r/min on two precision ball bearings.

Each member of the team received a certificate when the required standard was reached in particular skills such as welding, adhesives and compounds, clean room practices and helium leak detection.

welcome in a relaxed homely atmosphere, with good wholesome food usually accompanied by California Red and White wines.

No evening activities began without first partaking of that most civilised of American traditions - 'Happy Hour' - a cool beer (or one of the numerous cocktails) sipped in the hotel bar after a hard day at the factory - a great way to unwind and relax.

On the last full day of the course, the girls on the shop floor asked permission from their supervisors to 'bake a cake' for the Marconi visitors. Permission was granted, but the 'cake' turned out to be gateaux, fruit cakes, cheese and biscuits, baskets of fruit, coffee and many other delicious delights - all sampled during the morning break.

The finale of the course was a graduation dinner hosted by Larry Copeland, where speeches of congratulations and appreciation were given, interspersed with many jokes. Each team member was presented with a graduation tee shirt, a commemorative mug and a gold tie pin of the Northrop Tigershark aircraft.

Our warmest thanks go out to the people of Northrop who have showed us how they build the GI-G6 gyro, but it was noticed by all the MAV team that everyone at Northrop - from engineers to executives, from shop floor to salesmen - that they were devoted to their company and very proud of their product. Very often personal sacrifices are made without moans and groans to achieve targets and ensuring that Northrop's reputation doesn't suffer. We weren't sure what the source of motivation was - only that it existed.

D. E. Chantler



Gyro representatives and the Gyro.



Six gyros were built by the four team members and by the time I arrived at Northrop's No. 2 plant in Norwood, Mass., these gyros were undergoing a final restraint and balance check.

Each of the gyros were passed as meeting - and far exceeding - specification. This success can be attributed to two things: the efficiency of Northrop in identifying the training needs and their ability in putting over the information, and secondly the ability of the trainees who are all familiar with miniature gyro build, and applied their knowledge and skills to the GI-G6 gyro.

The task now is to impart this knowledge to the operators and inspectors within Gyro Division such that we may begin to build the GI-G6.

The hospitality of the Americans is second to none - the number of invitations to dine in their homes could not all be fitted in at the end of the course. Those that were taken up made us most



Demonstrating the Gyro's size.



Left to right: W. H. Alexander, O.B.E., Assistant Managing Director, Mrs. Sarah Haskett, Dr. B. J. O'Kane, Professor John Shepherd, who gave his comments on the entries and announced the results; Mr. R. K. Barltrop; Mr. R. P. G. Collinson; Mr. D. I. Jackson.



Mrs. Haskett presents the trophy.

# The Haskett Trophy

*(In memory of the late A. N. Haskett)*



The fifth annual award of the Haskett Trophy for innovative engineering achievement and judged to most likely lead to competitive products, took place at the company centre on Friday 11th June. The trophy and replicas, cash prizes of £500 totalling some £1,500, and presentation, all participants and winners were entertained to a buffet lunch.

Improvements in the design of the Haskett Trophy which enables helicopter crews to land more quickly, won the £500 first prize in this year's Haskett Trophy. Mr. Emerson Oetzmann, Senior Engineer, the Company's Maritime Aircraft Division, was the only solo entry of five. The competition is held for individuals by engineers at the Company's establishments.

The adjudicating team this year was Dr. B. J. O'Kane, Chairman of the Board, Prof. J. T. Shepherd, formerly Professor of Electronic Engineering at Cranfield Institute of Technology and Mr. P. B. Rayner, Assistant



Competing engineers, before the presentations.



Mr. E. Oetzmann presents Mrs. Haskett with a bouquet.



The ATE team of 'Compact Alpha'.



Three of the runners-up: Messrs. Cauder, Williams and Humphrey.

Haskett Trophy given  
 improvements, designed  
 to better and more  
 se in the conference  
 is year, besides the  
 were awarded by the  
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of an avionic system  
 s to pinpoint hidden  
 n its originator the  
 Haskett Trophy Award.  
 Systems Engineer in  
 ft Systems Division,  
 teams participating.  
 idual or team entries  
 year's Rochester

ar, all from Marconi  
 BE, Consultant to the  
 Technical Director  
 c Systems Design at  
 y), Mr. D. I. Jackson  
 General Managers,

and Mr. R. K. Barltrop, Head of the Future Systems  
 Group. Mr. Oetzmann (42), who lives at Ashford,  
 originally joined Marconi Avionics with a degree in  
 Physics and Chemistry, obtained at the Medway  
 College of Technology, and later studied Electrical  
 Engineering. A Chartered Engineer, he is also a  
 Member of the Institute of Electrical Engineers.

**WINNING ENTRY**

Maritime Aircraft Systems Division of Marconi  
 Avionics undertakes the design, development and  
 production of airborne systems to detect and localize  
 submarines. The systems process information  
 radioed up to the aircraft from sonobuoys dropped  
 into the water.

MASD supplies them for Royal Air Force Nimrod  
 MR Mk II and Royal Australian Air Force P3-CORION  
 aircraft. In addition, a lightweight system is in  
 squadron service with the Royal Navy's Sea King  
 Helicopter anti-submarine fleet. Known as the AQS  
 902 Lightweight Acoustic Processing and Display  
 System (LAPADS), it is currently being up-dated by  
 the addition of the increased facilities designed by  
 Mr. Oetzmann, enabling helicopter crew to pinpoint  
 rapidly the position of a submarine.

The capability, whilst previously only available in  
 more complex systems, has now been implemented  
 by an ingenious modular technique devised by Mr.  
 Oetzmann, which greatly simplifies the complexity of  
 the electronics involved, making them compatible  
 with helicopter operations.

**RUNNERS-UP**

A team of five from the Airborne Display Division  
 and Flight Automation Research Laboratory shared  
 the £250 prize for the outstanding runner-up. They  
 designed an airborne digital computer, which  
 conforms to the latest requirements of the United  
 States services.

Rewards for the other three qualifying entries  
 totalled £200. They were for a new method of  
 training air force ground crews, a computerized  
 automatic testing equipment for export and a means  
 of transferring video data from a rotating body via a  
 fibre optic link.

There were 16 entrants this year but no women  
 engineers were among them.



Other participating engineers.



FARL contestants (left to right): G. Burtenshaw and S. W. Burr.

# RETIREMENTS

**Eddie Berry** of AS & RD Contracts Department - the man with the beard and perpetual smile - has retired and is eagerly waiting to have still more time in which to indulge in his chief hobby - sailing.

His full title is Ashford Edwin James Berry. He is a former Royal Navy man, having entered the service as a boy seaman 2nd class in 1934. He saw active service throughout the war years, in various parts of the world. He was torpedoed once, and eventually attained the rank of sub-lieutenant. On leaving the service he became employed at Grain BP Refinery as a Process Operator, for about 18 months. In 1960 he joined Elliott Bros. in Farris Valves as a Shipping Clerk, he then transferred to IN Division as an Assistant to the Embodiment Loan Officer. His next move was to AEI as a Section Leader in the Commercial Department. On the fusion in 1970 of AEI and FID, he joined AS & R going into the Contracts Office as Section Leader.

Besides his interest in sailing - he owns a 34 ft sloop - he also is an enthusiast for model railways. His wife, daughter and grandson make up the family on which he can bestow his good humour.

To mark his departure, Mr. Pearson the AS & R Contracts Manager, on behalf of his many friends and colleagues, presented him with gifts among which was a Black and Decker smoothing and rabbeting plane.



*Eddie Berry (D)*

A dual retirement was celebrated recently, when **Ernie Newton** of AS & R and his wife **Pat** of M Av Accounts, ended their working lives.

Ernie had previously concluded 25 years service, and so he had two celebrations within a few weeks. An assortment of garden furniture was the present given to remind them of the many friends and colleagues at the Airport.

Coming to the Company in 1957 after 25 years in the Royal Navy, he was the first service engineer working in the 'field', on Canberra's, then Droning Meteors, Buccaneer Trials and TSR 2. In 1965/6 he stopped 'field' work and became fixed at home, working on Jindivik. Pat was well-known in accounts, being a cashier (petty cash) and the custodian of the Occasional motor car users register.



*The Newtons with their son, (D)*

One of, if not the longest, serving employees has recently retired, **Vic E. Spencer**, who carried the title of Company Quality Co-ordinator was well known among the various Inspection and Quality Control Departments.

Vic was educated at St. Dunstan's College, London SE6. On leaving school in 1934 he joined Elliott Bros. at Lewisham and was employed on the bench in what was known as the Clock Shop. He won an indentured apprenticeship in 1935 and gained experience in the wide range of workshops which existed in the Company at that time. He also gained the then School Certificate for academic work.

Over a period of two years from 1937, more than 300 women were recruited into a newly constructed workshop with the objective of producing large quantities of electrical measuring instruments. Vic was directed to assist in the resolution of production difficulties, which were many and nearly all those recruited were untrained persons.

Over the war years this workshop produced 2000 miniature instruments per week, of various types, in spite of shrapnel

and fire bombs which came through the roof rather unhindered. Thanks to a spotter system, and plenty of good fortune, nobody was injured. During those years Vic, as others, lived on the Company's premises and carried out duties as an Air Raid Warden, Fire Watcher and was a Sergeant in the Elliott Home Guard Company (not necessarily all dads, but all employees of Elliott Bros.), which contrary to popular belief was armed with weapons rather more effective than pikes, and many a week-end, when not at war, was spent in firing them.

By 1946 he had become increasingly involved in Inspection and became Chief Inspector of Elliott Bros. in 1948. It was in 1979 he came to Rochester as Chief Inspector for Elliott Flight Automation.

With a combination of industrial experience and understanding of his fellow men, allied with an ability to interpret customer requirements in simple and flexible terms he has contributed very significantly to the development of our present Quality Management System.

He delights in working with his hands, and is a successful 'car doctor', which will keep him busy in his retirement, as he seeks also to help friends and neighbours. Always a genial and happy man, he spread happiness around him, and his philosophy of restraining aggression among groups, and creating happiness among one another, has resulted in his jovial expression and utterances.

He has for some years been the President of the Long Service Association (Rochester). Being a Londoner he still has a soft spot for the capital city, and lives at LEE SE12, with his wife. He also has a son and daughter.

After 48 years service, his retirement party was held in the new conference centre, where Mr. W. Alexander, Assistant Managing Director made presentations on behalf of friends and colleagues within the Company.

And so another link in the chain of loyalty and long service is severed, but the spirit of these twin attributes remains high.



*Vic Spencer with Mr. Alexander (A)*



*Mr. and Mrs. V. E. Spencer (A)*

Recently IN Division said farewell to **Fred Sponder** who was a Section Leader in Progress/Production.

At 21 years of age, after having had various jobs, Fred joined the Royal Marines, and served with them for 22 years attaining the rank of O.M.S.

He came to Elliotts in 1960, and joined Naval Weapons. This was followed by a long spell in Fuse Division, where he served under the present IN Divisional Manager, until that

division transferred to Portsmouth, he then found an opportunity to continue service on Jaguar in IN. As many of his earlier divisions appeared to collapse during his association with them, he changed his name to Fred 'DESPONDENCY'!

He was a well liked and respected member of all his divisions, being very diligent and methodical, with a fine memory. His retiring will leave a gap which will be difficult to fill.

He is married, and has a son, who works in the Foreign Office, and a daughter who is the Registrar at Manchester University. He is a devoted beachcomber, and is regarded as a shrimp catcher - extraordinaire!!!

His gifts included a pair of waders.



*Mr. A. D. Evers congratulates Fred on his retirement. (A)*



*Fred surrounded by his friends and colleagues. (A)*

## 25 YEARS' SERVICE

**Keith Bernard**, a Project Engineer in PSD, has completed his 25 years service with the Company. During the 2nd World War he lived in Holland but later came to Britain to join his family, who already lived here.

He began his career in engineering, with Fairey Aviation and De Havilland at Hatfield, working on Gyro systems for missiles. Keith joined the Company, then Elliott Bros., at Borehamwood as a Design Engineer on microwave work; he later joined Gyro Division and came to Rochester as a Production Engineer. He worked in AEI and ISD before joining PSD.

Keith is married and has two daughters and two grandchildren. His hobbies include book-binding, photography and carpentry.



*Keith Bernard (A)*

# SAILING

On almost any open space of water, in or around the coastline of the UK, you will find a sailing boat of some description. The size of the vessel may range from the well-known mirror dinghy, to the largest ocean racer—yet they all have one thing in common, they depend for their prime means of propulsion on harnessing, the element which we can feel but never see—the wind.

Everything about the design of a sailing vessel is intimately concerned with the interface of wind and water. The hull design is aimed at producing a shape which will move easily through the water in a controllable direction and support the sails above. The layout of the sail scheme is aimed at the most efficient conversion of the wind into energy.

Sailing a boat requires an understanding of all the above aspects in order to be able to get from point-to-point in an efficient and safe manner. The peculiar gyratory and erratic path that yachts are seen to undertake are done purely to achieve an efficient progress from place-to-place.

The most common of these movements is called tacking or 'going about'. The necessity for this stems from the fact that a sailing boat cannot go nearer than about 45° to the direction of the wind. This means that if the wind is blowing, say, from the North, a yacht could sail a course towards the North-east or North-west and any course in-between via South, but no closer to North than that. If you needed to sail North, you could only achieve it by sailing alternately on North-west and North-east courses until the destination was reached.

The old square-rigged ships would not sail at all close to the wind and the effect of this was to control the places visited by these ships.

Falmouth was a favourite port of the sailing era because its position enabled easy departure from the English Channel under all-round winds. To sail from, say, Dover to Falmouth could take a week in adverse conditions. Fortunately, the sailing vessels of today make light of this passage, although the strong tides in the Channel can lay numerous traps for the unwary.

Until the advent of the sailboard, the modern sailor would fall into one or two camps; either dinghies (lightweight open boats) or cruisers—the conventional yacht. A few, like myself, have a foot in both camps, usually owning dinghies, but indulging in big-boat sailing when possible.

The main difference between sailing a dinghy and a larger

yacht is that of pace. In a dinghy, where you are close to the water, all activity is done by two people (rarely more). In some classes of dinghy you are on your own. In a full sized yacht, the average race consists of short periods of feverish activity, separated by long periods of boredom. It may be true to say that a couple of hours of dinghy racing, packs in as much sailing as a day in a big boat.

However, there is no doubt that sailing offshore in a large yacht is equally testing, but in a different manner, because the proceedings last for much longer, often for several days and nights for a long passage, the crew has to split into two or more watches, which enables continuous progress to be made—one watch runs the vessel, while the others rest. During this period, of course, the vessel is completely cut off from the resources of the land. All food and water has to be carried on board and prepared on the move, (literally—few yachts remain motionless at sea!). The discipline that this form of sailing enforces on one are valuable aids to a person's development. Leaders soon reveal themselves as do those who are not good at teamwork. (There would be a lot to recommend the establishment of a sail training scheme within the Company—as a compliment to the flying training scheme).

The most rapidly developing area of sailing, is that of sailboarding. A sailboard is essentially a surfboard with a sail. For the enthusiast on a tight budget, this offers exhilarating sailing for a very modest outlay, compared to conventional sailing costs.

In this country, there are no restrictions on who may sail any type of craft whereas some of our continental cousins have to have official permits to take a vessel to sea. In our own country, the Royal Yacht Association (RYA) runs a voluntary qualification scheme for offshore sailing, using standards agreed with the Department of Trade and Industry. The popularity of this voluntary scheme has helped to alleviate, at least temporarily, the risk

of compulsory licensing of yachtsmen. The RYA also operates proficiency schemes for dinghies and sailboards.

To sum up—if you want a challenge then go sailing. A number of sailing schools around the country offer tuition in sailing vessels of all sizes, sometimes on a holiday basis. Details of these can be found in the yachting press, and from the ETB activity holidays.

ADM:CF



A twister class yacht, in light swell.



Competitors in the Medway Regatta with their trophies.



Fireball class dinghy—at full speed ahead!

## Business travel —so nice when it ends!

So your wife and friends think you're off on a crafty 14 day holiday at some romantic far-off land. Sure, you've told them it's purely a business trip but they don't really believe you, after all who would go away on business with Coppertone lotion, sunglasses, tee-shirts and two pairs of snazzy Bermuda shorts? Well, wives and friends, as any jet-set business traveller will tell you—it really ain't much fun 'gallivanting' around the globe under the auspices of 'business travel'.

Your problems begin as soon as you leave home thinking 'I've got plenty of time to get to the airport'. But fate kindly steps in and lo behold, just three miles from the airport, a Pan Am 747 hovering in sight and overhead on its landing approach, you're nicely stuck behind an overturned 3000 gallon milk tanker that attempted to navigate the roundabout at 50 miles per hour.

With just an hour before take-off you eventually extricate yourself and in panic decide that the only way you can check-in on time is to skip the long-term parking and head straight to the departure terminal and short-term car park—and hope you can afford the bill when you get back!

By the skin-of-your-teeth you manage to check-in, go through passport control ('would you mind signing it, sir'), have your bags massaged and X-rayed, your body de-gaussed, only to find the flight's been delayed forty minutes due to fog at some unheard-of place.

At last you board the plane, clamber over two pairs of legs, destroying a fully exposed Financial Times on the way, slump into the seat, realise the bag won't go under the seat 'cos the bloke in front has already shoved something under it, you clamber back into a bustling aisle, open a 'luggage' rack door, a briefcase and fur coat drop out, you find another, six rows down, and return to your allocated seat—thoroughly exhausted. You can't even be bothered to stand up in a half-crouched position to remove your jacket to cool off—so you sit and suffer.

Hours later you land, half deaf and ears hissing, you queue at passport control, wait forty minutes for the cases to appear on carousel number 6, find they've been on number 9 for the last twenty minutes. You pass through customs with nothing to declare yet feeling as guilty as hell and trying not to blush.

Now, you've probably been told that hiring a car was 'no problem' so up you go to one of the popular car rental desks. You're told that you can't have a car unless it's been reserved for you. You try one of the eager up-and-coming rental companies only to find the only cars they've got left are giant family station wagons or gas-gussling super-duper highway cruisers—not so much as a hint of a 'compact'.

As a last resort you could risk getting about by 'taxi' but there's no substitute for having your own car and with it the freedom to go where you like, when you like.

If you can't get a car from one of the teeth-glittering, big-busted blondes at the impressive reservation desks then it's off to the nearest phone booth and a scan through yellow pages. Just hope you find a car hire company that doesn't offer you something that looks as if it's been used in the local car-breakers derby.

Nicely settled into your gutless 'compact' (something like a Ford Capri with a mini engine) it's getting on for 'tea-time' and time to find somewhere to stay. You could look now for a motel, but you'd rather get on the way and drive like hell until 7.00 p.m. when you'll start to look seriously for somewhere to stay. Little do you know that all the best motels have been booked full by the native motorists and all you can find is either a luxury penthouse hotel suite, or a seedy motel, albeit boasting water-beds and non-stop blue movies.

As you settle down for your first night's sleep in this far-off land (attempting to subdue the indigestion from that kingsize hamburger and sparkling beer) thoughts turn to home, family and friends who think you're having a great time living it-up at the company's expense. You get the feeling you're missing something and console yourself with the fact that there's only 13 more days to go. If only they knew that the best thing about business travel is that it's so nice when it ends.

Reprinted from: 'MIND YOUR OWN BUSINESS' of May 1982

So much may be a fitting commentary on day to day affairs of business, when away from home! (base).



Come in No. 84! Brian Wells on the Thames, off Thamesmead.

The delights, thrills, excitements, of going down to the sea in ships, and having business in deep waters has captivated many of Marconi Avionics employees.

Most individuals belong to specific clubs dictated, no doubt, by the type of vessel owned, the availability of moorings and place of residence. Within the Company, association with the Marconi Sailing Club (Chelmsford) of which our Managing Director J.E. Pateman CBE, is President, enables the devotees of this activity to get together from time to time, to race against each other, or merely fraternise.

As club members, personnel indulge in competitions around the country, with notable achievements being attained.

At the recent Medway Regatta, two of Marconi Avionics Sailing fraternity successfully entered the prize list. Alistair MacFadyen of Gyro won the Fireball Flagon, the international trophy for fireball class. He was assisted by Allen Finn, as crew.

Brian Wells of AS & RD won the Chatham News Trophy for pacer class sailing dinghies. Brian completed in his own vessel Pyewacket, and the regatta, over four days, resulted in four heat wins, two second places and a fourth place, thus giving him overall leadership. This for the second year running.

In September the national pacer class championships take place and Brian will be a competitor. He has high hopes of improving on last year (1981) when he took the sixth place.

www.rochesteravionicarchives.co.uk

# Sports and social club round up

## SPORTS DAY 1982

- GENTS**  
**100 metres**  
 1) Gower (ISD), 2) Bishop (ATE) 3) Gallagher (ADD)  
**200 metres**  
 1) Gower (ISD) 2) Butler (FCD) 3) Veitch (CACD)  
**400 metres**  
 1) Butler (FCD) 2) Minter (AS & TR) 3) Cheetham S.R. (FARL)  
**800 metres**  
 1) Minter (AS & TR), 2) Butler (FCD) 3) Cheetham S.R. (FARL)  
**1500 metres**  
 1) Gullier (FARL) 2) Minter (ASTRI) 3) Langley L. (CACD)  
**4 x 100m relay**  
 1) ADD 2) CMS 3) ISD  
**1500m walk**  
 1) Randall (CMS) 2) Peddie (PSD) 3) Osborn (CMS)  
**High jump**  
 1) Green P. (ADD) 2) Gower (ISD) 3) Peddie (PSD) and Barrett (CMS)  
**Long jump**  
 1) Green P. (ADD) 2) Smith (IND) 3) Jarvis (CMS)  
**Shot**  
 1) Smith J. (PSD) 2) Gallagher (ADD) 3) Thorndick (CGD)  
**Discus**  
 1) Smith J. (PSD) 2) Gallagher (ADD) 3) Porter (CMS)  
**Javelin**  
 1) Jarvis (CMS) 2) Peak (PSD) 3) Francis (CMS)  
**Tug of war**  
 CACD  
**Victor Ludorum**  
 Mark Butler (FCD) and Ian Gower (ISD) jointly  
**Inter-divisional winners**  
 CMS  
**Veterans race**  
 1) Murphy ADD 2) Hedgecock ISD 3) Reece ISD  
**WOMENS**  
**100 metres**  
 1) Saker (CMS) 2) Garrett (ADD) 3) Peddie (ISD)  
**High jump**  
 1) Stone (CMS) 2) Saker (CMS), 3) Peddie (ISD)  
**Long jump**  
 1) Peddie (ISD) 2) Garrett (ADD) 3) Saker (CMS)  
**Shot**  
 1) Firth (ADD) 2) Hodge (CMS) 3) Thorndick (CGD)  
**Discus**  
 1) Firth (ADD) 2) Hodge (CMS) 3) Wade (CGD)  
**4 x 100m relay**  
 1) CMS 2) ADD

The inter-divisional cup, won this year by CMS, was a reward for the sheer dynamism of interest in the division. One of the smaller numerical units, they fielded a large contingent, and what was lacking in individual successes was made up for by enthusiasm and all working for the divisional success.

## Elliott Photographic Society

At the annual general meeting held in the Towers conference room, new officers and committee were elected for the 1982/1983 season. The treasurer reported a healthy financial position, a steady growth of funds being made as against last year. The Chairman reported another successful year of activities making special reference to the 'Glorious England' show which was the first such event the club had fostered and which turned out to be a great success (previously reported in MAv News).

The Society begins its new session on 15 September 1982 with the annual cheese and wine evening (see panel) and offers an impressive programme, some highlights of which we list below.

Persons interested can gain benefits by joining the section which meets each Wednesday in the Towers conference room.

### Forthcoming programmes

- MTPA slide competition (hosted by the Club)
- Making an AV sequence by A. Young ARPS
- Durst colour demonstration
- Demonstration of portraiture
- A series on basic photography for the beginner

Elliott Photographic Society  
 Invites YOU to an:  
**OPEN EVENING**  
 With  
**CHEESE & WINE**

Print & Slide exhibition  
**Equipment**  
**MODEL:** bring your camera  
 Remember if you're using daylight film you need a blue filter for tungsten lighting

Show your pics  
 In the CANTEEN  
 8.00 - 10.30pm  
 Wednesday 15 September



## Golf Society

The tri-site competition between MAv Rochester, MSDS Portsmouth and MSDS Frimley, was held on 13 July at Mannings Heath Golf Club. The success of this competition, completely upset the form book. This is a stableford competition, and has been played annually since 1976. The top ten cards from each team counting towards the team score. Rochester had never won this event but 1982 proved their superiority, scoring a total of 674 points with Portsmouth 609 and Frimley 605.

Personal successes came to Mick Broome of IN, who was the outright winner with 36 points in the morning and 39 for the afternoon giving a total of 75, playing off 7. Runner-up was John Comfort of ADD with 69 points and 3rd place winner was Peter Warburton of ATE, also on 69 points; thus giving a clean sweep for Rochester with definite desires to repeat the victory and retain the shield next year.

## KNOCK-OUT COMPETITION

**Singles**  
 Peter Warburton was the first player to qualify for the semi-finals, and his opponent will be either Ail Cleary or Malcolm Shepherd. The other semi-finalists will be the winners between the Chris Humphreys and Roy Nicholas game against the winners between Paul Tucker and Guy Bodkin.

**Doubles**  
 The first semi-final is between Steve Scarborough/Mick Farahar and Irving Gray/Ken Shaw. The latter two being the current holders. For the other semi-final, the winners between John France/Mick Broome and Bob Unsworth/Paul Childs will meet Don Murchie/Peter Fowler

## '65 Club

The Club continues to grow apace, both in numbers and quality of entertainment provided.

Among the recent entertainments the members have enjoyed the offerings of Galley and Ross with Susan Paige. Then came out old favourites 'The Golden Oldies' (some of our own members) which was followed the next month by 'Shades of Harmony'. In July our old friend, Revd. Arthur Heathcote (Rector of Aylesford—formerly Industrial Chaplain for Rochester diocese) gave an interesting, and at times controversial, talk on the Channel tunnel.

The highlight in June, was the members' outing. For this trip a tour of Constable country was chosen, and with the weather being kind it was a most enjoyable occasion. Passing through Chipping Ongar, The Rodings, Great Dunmow (of the Dunmow Fitch fame) we arrived at Finchingfield where a stop was made for lunch. Many photographs of this lovely Essex village were taken and nearly all the 130 members climbed the hill to visit the church. Onward through Wethersfield, Sible, Castle Hedingham, Sudbury to Lavenham, where another stop was made and the church visited, noting the bell tower, which is set at ground level and apart from the church, housing a peal of four bells. Then on to Flatford Mill, and to Dedham where tea was taken. The return journey was made via Colchester and the A12 and Dartford Tunnel. Everyone voted it a most successful outing and enjoyment was experienced by all.

## ECCLES CARNIVAL COMMITTEE

Present

## Dance and Cabaret

with

## Life and Soul

(One of the country's leading showbands)

at

## Aylesford Community Centre

on

**Saturday 16 October 1982**

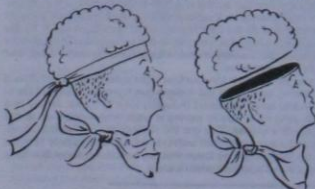
8pm—midnight

Tickets £2.50 (incl. supper)

Obtainable from:

Tom Jordan AS & R Division (QA Department)  
 int. 2498

## People we see— Sometimes



SUE WITH HEADBAND

SUE WITHOUT HEADBAND

## Diary Dates

### MARCONI AVIONICS—BP KENT CLUB

General swimming from 1 August will be:

Wednesday } 11.00—1.00 pm  
 Friday } 3.00—8.00 pm  
 Saturday }  
 Sunday }

Country and Western evening

with

### Delta Country

Saturday 4 September, 7.45-11.45pm ad. £1

BP Bitumen Social

with

### Mescalero

11 September, 7.45-11.45pm ad. £3 (incl. buffet)

Social evening with Hush

Saturday 25 September, 7.45-11.45pm ad. free

Bingo section—16th annual general meeting

free raffle/free bingo

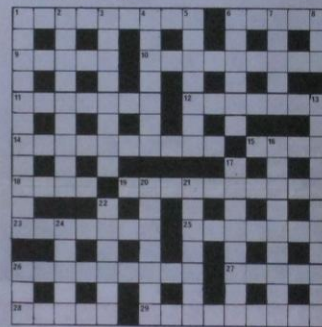
Wednesday 13 October, 7.30pm Section members on!

## NOTICE

Squash courts at Four Wents, Hoo, will be closed for maintenance. No. 1 court 13-19 September. No. 2 court 20-26 September (inclusive)



## CROSSWORD No. 44



### ACROSS

- Child's game, with 'dens' marked out (9)
- Notable in its kind (5)
- Eastern island fowl in debt (5,6,3)
- See 9 across
- Sheltered area with team (3,4)
- Fireworks or of ancient vintage (7)
- Genuine landed property (4,6) (5)
- Domed recess, in church maybe (4)
- Male cook (4)
- Religious group midway CE/RC (4,6)
- Something loose, child's toy does (7)
- Cutter up of meat (7)
- In the theatre, after the first (5,3)
- From now on (5)
- Little minded, when not cash (5)
- The act of watchful (9)

### DOWN

- Man or horse leaps in stride (6,5)
- Walk or drive for exercise (9)
- Figures to be aware of (8)
- Neptunes fork (7)
- Flat fish (7)
- Caravan shelter, caravan accessory (6)
- Absurdly futile proceeding (5)
- Cover, saucepan or jar (3)
- Female tender, of animals or human flock (11)
- to dream? (9)
- Small talk or gossip (4,4)
- American state (7)
- A frequenter (7)
- Much available (6)
- An implied reference (5)
- Take a meal or drink with (3)

## SOLUTION TO CROSSWORD No. 43

### ACROSS

- Rightness, 6 Braks, 9 Dozen, 10 Plying, 11 On the go, 12 Staunch, 14 Prevent war, 15 Maul, 16 Kerb, 19 Mad English, 23 Rumania, 25 Frontal, 26 Talk on air, 27 Tot, 28 Rayon, 29 Treachery.

### DOWN

- Red hot poker, 2 Gazetteer, 3 Tenderer, 4 Exploit, 5 Swansea, 6 Batman, 7 Anan, 8 Erg, 13 Half holiday, 16 Aristotle, 17 Agnostic, 20 Adamant, 21 Enforce, 22 Inborn, 24 Molly, 26 Tar.

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

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