

GEC AVIONICS House Journal of GEC Avionics Limited September 1984

NEWS

Royal visit as Atlanta's new plant opens



Shortly after the move from Shallowford, Her Royal Highness the Princess Anne toured the new facilities of Marconi Avionics Inc. in one of metro Atlanta's newest high technology office parks - Northwoods. She was greeted by company president Harry Eagles and was shown demonstrations of state-of-the-art electronics for aircraft and laser rangefinders. The company's newly occupied facility is located on a 15 acre site in northwest Atlanta, and was included as part of the recent tour.

During her visit the Princess viewed the assembly and testing of the Atlanta facility's principal product, the Head-Up

Display for the F-16 fighter aircraft. Princess Anne also saw a demonstration of one of our newest products, a CO2 TEA Laser Rangefinder. This type of laser is used in both military and industrial applications requiring precise measurement of distance.

The Princess also toured the engineering research lab where she saw the prototypes of the F-5 HUD and the MonoHUD.

She stopped several times to talk to employees at work as the group moved through the plant, expressing interest in how long they had worked for the company and the different types of jobs they had performed.

Our new establishment at Norcross.

Jim Grant, in charge of publicity in Atlanta, has sent an account of the transfer to Norcross.

It was a moving experience, really. When the MAV Atlanta Group pulled up stakes and moved to their new plant, there were all kinds of surprises. Think how surprised the lady at the hamburger shop was when supervisors came in on an otherwise sleepy Saturday and ordered 80 hamburgers for the work crew.

Everyone was surprised when after it was all over, the totals came in. What totals? Well, to move 300 or so

people, it took 115 truck loads to carry nearly 3,600 cartons which had been sealed with over 250 rolls of tape. All of this occurred with a minimum of disruption of the normal routine since the move started on a Thursday evening, and continued in the evenings and all weekend, so that everything was in place by the following Tuesday morning.

The happy result? Very few lost cartons and a beautiful new place to come to work. And it was just in time too, because we soon learned that the Princess was scheduled for a visit.

HRH The Princess Anne pauses to sign a certificate commemorating her visit to Marconi Avionics Inc. new 84,000 sq. ft. \$4.3 million facility located in northeast Atlanta.



HRH The Princess Anne stops during her tour of the new plant to speak to June Skillings, Senior Wireer, as William Skeen (left), Manager of Production, and Harry Eagles, President, look on.



www.rochesteravionicarchives.co.uk

MARCONI AVIONICS from 1st September 1984
has become

GEC AVIONICS

The following statement was released by the Company's Managing Director, Mr. J. E. Pateman, CBE.

"Marconi Avionics has for some time been managing its affairs independently of other businesses in the Marconi Company Group and the similarity of name has been a cause of confusion in the minds of people with whom the Company has dealings.

It was decided that the best course was for the Company, at the appropriate time, to change its name. Preparations have been afoot to announce the change at the Farnborough International Air Show, which is attended by aviation companies from all over the world and the international press.

On 31 August the Company name was changed to GEC Avionics Limited".

What's in a Name

with apologies to Wm Shakespeare and Wm Mr. Gonagali
New logo's now will be prepared,
In marbled lowers new names be heard
Where Falcons flew and Corsairs plunder
Departments will be split assunder
About the name we now go under.
Marconi spinning in his grave
Joins Elliott for whom we staved.
Two once great names reduced to naught,
As clarity for customers sought
leads us to names it never ought.
Overseas our friends will ponder
As from name to name we wander
Who are they now, will be the question—
Part of GE the next suggestion!
So would whoever has the power
While seated in an ivory tower
One thought spare for those below
Who come to work through rain and snow.
Don't meddle with our identity
It just confuses such as me.
What once contracted MEASL's
And then was known to all as MAL
Will now be known as Jekyll or GECAL
And hide behind a new decal?
And though we're lost all else will be the same,
Once more we ask, "Whats in a name?"

A.B.

Marconi Avionics News
Editorial Office
Training Dept
Airport Works
Rochester, Kent
Tel: 44400 ext 188
(int: 2835)

Editor: Francis Lister

Liaison Officers:

Lynn Roberts, Atlanta, USA
Gerry Rich, Nashville
Beryl Downs, Accounts
Lee Tribe, AS & RD
Sif Golding, CAC/FCD
Fergus Maloney, FARL (New Road), John Garstin, IND
Rod Cole, MASD, Dave Lucas, ADD, Mrs. J. Underwood, PSD
Betsy Wallington, Training Centre, Joan Golding, ISD
Ken Castle, Aes Smith, ATED
Erik Loft (Calibration) and John Brambleby, GYRO
Jane Wernham CDD (Gads Hill)
Maurice Sparham CDD (Flying School)
Phyllis Ellis, CMS

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



INTERNATIONAL FLAVOUR TO TEST PILOTS VISIT

Twenty-nine pilots and flight engineers of the Empire Test Pilot's School made their annual visit to Rochester on Thursday 26 July. The School based at Boscombe Down, Wiltshire has one course each year for rotary and fixed wing pilots and engineers who come from many countries. This year in addition to the RAF and RN there were officers from the USA, Netherlands, France, Australia, Italy and Canada. The programme included presentations by ADD, CACD, FARL, IND and FCD and a "walkabout" in ADD production to view head up and head down displays. The School visits Rochester about this time each year and the value they place on the visit is indicated by the fact that they arrive as early as possible, 9a.m. and leave as late as possible 5.15p.m.

The photograph shows Sid Sowler (left) of the ADD Sales "Flight" explaining the latest displays.



Sid Sowler (left) of the ADD Sales "Flight" explaining the latest displays.

INTERESTED IN AVIATION?

Why not come along to the Medway Branch of the Royal Aeronautical Society. The branch meets monthly in the main canteen of Marconi Avionics and has a very interesting and varied lecture programme for 1984/85. Membership: £2 per year which includes a Newsletter three times a year, or 50p per lecture.

Lecture Programme 1984/85

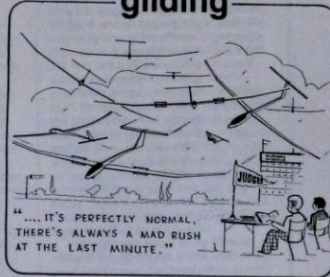
- 1984
17 Oct Development of Rolls-Royce Engines in World War II by J.G. Dawson
21 Nov Display Flying by Brian Le Comber
12 Dec Fly-By-Wire Jaguar by C. Yeo
- 1985
16 Jan Aerial Photography by Arthur Gibson
20 Feb Airworthiness Requirements by Peter Baker
20 Mar A & AEE Boscombe Down by Air Commodore R. Spiers
17 Apr From Tornado to Tornado by R. Beaumont
15 May AGM & Film Show by J. Ashton

For more information contact Tony Sim on Int 2975.



The Royal Aeronautical Society
Medway Branch

Company again sponsors British gliding



"...IT'S PERFECTLY NORMAL. THERE'S ALWAYS A MAD DUSH AT THE LAST MINUTE."

LETTERS

The Editor has received communications from "IMA DISSATISFIED" on matters regarding Personnel, but in case the sender feels he/she is being ignored it must be pointed out that anonymous letters will not be published in this journal. There is no "vetting" as is supposed, merely a feeling that if a view is worth expressing it should be owned. This does not mean that letters cannot be published on a "name and address supplied" basis if appropriate, but even that is rare.

If you have anything positive, interesting or useful to say to our readers, let's hear from you.

Ed

Sports Day Timekeepers

The timekeepers, headed by Bill Alexander Chief Timekeeper, and without whom the MAV Olympics would not function, are pictured here on their private stand. Working downwards on the steps are Colin Stiles, John Aaron, Peter Baigent and Ernie Cook.

Following last year's picture of Mr Alexander looking for his athletes, once again we invite readers to submit their ideas of what he may be saying to his trusty team. £5.00 to the best entry - again Mr and Mrs Alexander will be invited to judge.



Elliott Athletic Club Back in Division One

Elliott Athletic Club have won their way back to Division One of the Southern League in the most emphatic way. By winning all six of this year's Division 2 matches the club stand 1½ points clear of Blackheath on top of the final league table.

Elliott AC were relegated from Division One last year by the narrowest of margins, but as the results of this year's matches show, the club will be back where it belongs next year.

May 5th at Portsmouth	June 30th at Enfield	
Elliott 148	Elliott 138½	
Sutton & Charn 129	Blackheath 134	
RNAC 95	Enfield 108	
Wychome 85	Slavenage 89	
Plymouth 68	VPH 69½	
May 26th at Cambridge	July 7th at Welwyn Garden City	
Elliott 142½	Elliott 146	
Cambridge & Coleridge 127	Dartford 115	
Yeovil 107	Chelmsford 99	
Basildon 87½	Verles 79	
Medway 64	Hastings 60	
June 16th at Hoo	August 4th at Exeter	
Elliott 147	Elliott 121	
London Irish 127	Exeter 115	
Brighton B 119	Bournemouth 114½	
Milton Keynes 110	Haywards 106	
West Cornwall 5	Ealing & Southall 80½	

Following the obituary for Bob Green last month, his successor has received this letter.

Would you please convey my thanks for the cheque I received on behalf of my husband for what would have been his retirement.

He enjoyed his time working among you all, and I know he would want me to send my sincere gratitude for this kind gesture.

Yours sincerely,
Dorothy Green

APPOINTMENTS AND PROMOTIONS

NAILSEA STRUCTURE TAKES SHAPE

The expansion of activity at Nailsea results in the setting up of a Divisional structure headed by Chris Frost responsible to Bill Alexander for all Nailsea site matters, and two Divisional Managers reporting to General Managers at Rochester for their businesses. Howard Jones will manage Power Conversion Systems Division for Ron Howard, and Dave Hooper will manage Recording Systems Division for Peter Hearne. Ray Phillips, Chief Engineer of Offshore Projects Group will continue to report to Chris Frost, and Alex Fraser has moved from Gyro Division to be Technical Manager of RSD.

At Rochester, appointments in FARL are Don Price to be Technical Manager and Keith Mitchell as Chief Engineer. Tom Hamill has moved from FARL to be Marketing Manager of FCD, and in CACD Mick Marriott returns to the company as Commercial Manager, backed up by Barry Read who moves up from PSD.

In AS&RD, Bill Bland is appointed Marketing Manager, with Marian Moon as Product Support Executive. Denis Large has been appointed Establishment Security Officer responsible to Don Emmet.

HOLIDAY TIME

A Flight of Fancy

Most people are probably aware of the MAV flying training scheme. This enables successful applicants to fly sufficient hours to be able to take their General Flying Test within two years of being accepted onto the scheme. Orice having passed the written papers (and written a cheque to the Civil Aviation Authority) the individual becomes the proud possessor of his Private Pilot's Licence. Having gained their licences in this fashion, three MAV engineers put them to good use this year in the trip described below.

As a method of travelling long distances, a small single-engine aircraft is rather uncomfortable, especially in hot weather and, compared with travelling in a commercial aircraft, it is fairly slow. Neither is it cheap, with the maps and charts, landing and parking fees amounting to almost £100 for the following journey described. Nor is it easy, there being many hours of planning required, both in the weeks before and immediately prior to each part of a long flight. However, there is a great deal of achievement in flying a relatively long distance over foreign soil and coping with what the weather and aviation requirements and officials cast at you, sometimes unexpectedly. Also, the experience gained is enormous and of particular use to an engineer whose job involves dealing with aircraft and aircraft systems.

Earlier this year, Ken Edwards (ADD) and Eric Gilroy and Richard Baron (MASD) decided to pool their resources and, instead of making a number of short flights from Rochester, go somewhat further afield. This was in pursuit of the Royal Aero Club Pilot Proficiency Scheme's Bronze award, which requires certain hours and distances flown, ratings gained and countries visited. For no reason other than that they are a suitable distance away, the islands of Corsica and Elba were chosen. The most suitable aircraft that could be hired from Headcorn Flying School was a Robin DR 400/180, call sign G-BAMV (otherwise known as Mike Victor). This had the asset of being powerful enough to carry the three individuals, life-raft, luggage and whatever else may be accumulated during the course of the trip (e.g. duty free spirits and umpteen bottles of cheap wine). Having obtained the relevant maps, charts and documents and performed a number of hours of route and flight planning, the three aviators were all prepared to commence their trip on a Saturday morning at the beginning of July. Grateful thanks are extended to the engineers of Headcorn Flying School who worked hard to reassemble Mike Victor's engine on the Thursday, enabling the aircraft to be flight tested and left at Rochester on the Friday evening.

Saturday dawned bright and the aeronautical weather forecast was CAVOK (Ceiling and Visibility OK) throughout most of Europe. Armed with this unusually cheerful forecast, Mike Victor took off from a deserted Rochester airfield on the first stage of the 1850 mile round trip. Early morning haze rendered Lydd airport typically difficult to locate and, having found it, an initial landing approach was made toward the most obvious line feature at the airport. Realizing that there was a discrepancy between the given runway heading and the actual aircraft heading, an S-turn diverted Mike Victor away from landing on a long line of double-parked cars and onto the active runway. It must be said that initial errors of recognition are not uncommon, and quite safe as long as you realise that something is wrong *before* you land on a heavily corrugated runway!

The round of Control, Bonded store, Customs and Immigration was followed by an uneventful hop across the channel to Le Touquet and then a 380 mile leg

down to Lyon. Light Aviation is well catered for in France and Lyon's General Aviation airfield is a pleasure to visit. Mike Victor's arrival was even indicated on the arrivals video monitor - shades of Heathrow.

Tanks refuelled, Biggles & Co were quickly off again, following initially the obligatory Lyon reporting points across to and then down the Rhône valley at an altitude no greater than 1500ft. This route being a little busy with other airborne traffic, a climb to 6500ft was made as soon as possible. Further South another climb to 9500ft took Mike Victor safely over the Maritime Alps. As St Tropez passed below, course was set for the final 140 mile leg over the hazy Mediterranean. When some miles away from the nearest land it becomes easy to appreciate why people describe the propeller as something to keep the pilot cool, because he certainly gets very hot if it stops.

Exactly ten hours after leaving Rochester, seven of them in the air, Mike Victor touched down at Ajaccio, the main town of Corsica. With car hired, hotel located and wine cheap, a happy pavement meal was enjoyed in the warm Mediterranean night air.

The next day was again hot and sunny and a delightful drive through the Corsican mountains and villages nestling on the hillsides was followed by a lunch of bread and cheese, wine and fresh fruit beside a mountain stream. While driving, it was appreciated that in addition to tackling the sharp bends and narrow mountain roads, a further obstacle was negotiating the pigs. Inexplicably, one comes across fat, tame porkers hogging the roads in the middle of nowhere and paying little or no heed to other road users. A final hazard was encountered shortly after passing a falling rocks sign - namely, falling rocks. Although not very large, one was certainly big enough to smash a car radiator or break a windscreen and seriously injure any occupant in the way. Finally, a return to the hotel was made, passing golden beaches and attractive coastal scenery.

The next morning's schedule allowed a leisurely breakfast and the time for a wander around the town and the market. After the purchase of presents, post-cards and wine and a quick look at the house in which Napoleon was born, it was time to be getting back to the airport and the next stage of the trip. It was discovered that Corsican Customs Officers do not work at lunchtime, although fortunately the airport police seemed empowered to clear foreigners out of the country (in the travelling sense, not the eviction one). A visit to the airport meteorological service confirmed the



Three intrepid explorers in Corsica.



Eric Gilroy, Richard Baron and Ken Edwards with their Jumbo jet substitute.

good weather to be holding and so, all formalities completed, Mike Victor headed off over the Corsican mountains on a track for Elba. Apart from magnetic compass anomalies and what was presumed to be severe bending effects by the mountains on one of the Corsican navigation beacons, Elba was reached with no problem. The problem came in trying to land! One approach to the runway was across the bay, the other claustrophobically enclosed and constrained by a U-shaped bowl of hills. A downwind approach over the bay was finally opted for and Mike Victor's wheels were safely down on Italian soil.

Having decided that £35 each could not be afforded at the airport hotel, the helpful woman at the money exchange office telephoned around and discovered a very comfortable and friendly hotel at £25 for the three. After a pleasant evening meal in the hotel, the end of the day was passed in wandering around the expansive harbour, seeing the jet set dining by candlelight on their luxury cruisers and finally, in contrast, watching the fishing fleet put out for an overnight expedition. After a morning walk around the town, it was time to be making tracks once again. Airport fees at Elba proved to be the highest of the whole trip, there being, for example, a charge not only for landing but also for taking off. One would have assumed the charges could be amalgamated since, in the absence of some mishap, that which lands usually takes off again.

Suffering once again the bending radio waves of the Corsican navigation beacon, Mike Victor was on the ground at

Cannes by lunchtime for the purposes of clearing Customs into Franco and refuelling both aircraft and occupants. Lunch comprised the now standard bread, cheese and fruit, eaten by the three travel-weary, T-shirted pilots who must have looked even more out of place on Cannes airport's neatly-mown grass than did Mike Victor parked among the expensive business jets. So then off again, this time passing over the Maritime Alps at 10,500ft and an opportunity to learn the hard way one of the effects of pressure difference. It was discovered that a half full, two litre bottle of ordinary mineral water when sealed on the ground is effectively pressurised when two miles high. It may be had on good authority that the said bottle when opened, pointing inadvertently toward the pilot, is liable to wet the pilot. The only other Alpine event was when the oxide at feeling Kings of the air was somewhat dented by coming across a number of gliders, not only below, but also at a similar altitude. This necessitated keeping a specially good lookout until clear of the area.

The night was spent at the Novotel Hotel at Troyes airport, a little north of the centre of France. The hotel offers a useful pilot discount on both accommodation and meals and so makes Troyes a good overnight stopping place.

With the final day's weather forecast of isolated thunderstorms over parts of Northern France, it was not too surprising when, an hour after taking off from Troyes, the whole horizon became extremely dark. Even in the clear air the flight had already been bumpy and so a precautionary landing was made at a small en-route airfield while a line squall flashed and thundered its way overhead. Heavy rain, wind veering 180 degrees and a marked drop in pressure indicated a fairly classic weather situation as Mike Victor's occupants shared a packet of sweets and waited for things to improve. Calais was reached in the clearer weather following the line squall and after a lunch of a Mars bar and a cup of coffee, Mike Victor was off again, this time in murk and rain across the Channel, which cleared to yield a hazy English coastline and Lydd airport.

Fears that the epic voyage might be halted finally by bad English weather were soon dissipated as the haze gave way to fair weather cumulus clouds over Rochester. And so, after 16 hours and 1850 miles of flying, Ken, Dick and Eric were finally back to earth, not so much with a bump as with a sense of achievement at having flown considerably further than before and having added greatly to their all round flying experience.

Ken Edwards

SPORTS DAY 1984

The Annual Sports day took place at the Deangate Sports Centre near the Clubhouse at Hoo on Saturday 14th July. On a day that gave less good weather than the summer to which we were becoming accustomed, the competitors nevertheless found the conditions mainly suited them. The prizegiving in the clubhouse afterwards was by Mrs. E. Alexander, and despite some surprises in the results there was the usual throng of satisfied winners. Some of the highlights were photographed by Ian Douglas (MAV) and we have a selection and the full results for the record.

RESULTS

MEN

100 METRES

1 T. Atkins (ISD)	11.5
2 S. Talbot (MAV)	11.6
3 I. Gowen (ISD)	11.6
4 M. Butler (CCD)	12.1
5 D. Dickson (FARL)	12.1
6 C. Chatfield (MASD)	12.3

200 METRES

1 S. Talbot (MAV)	22.7
2 T. Atkins (ISD)	23.3
3 M. Butler (CCD)	23.3
4 I. Gowen (ISD)	23.5
5 D. Dickson (FARL)	24.8
6 N. Roberts (MAV)	27.9

400 METRES

1 M. Butler (FCD)	51.1
2 N. Rowley (EPP)	52.7
3 G. Moss (MAV)	55.8
4 M. Martin (CMS)	56.7
5 A. Saker (AS&RD)	57.1
6 A. Bridge (MASD)	58.9

800 METRES

1 N. Howlett (EPP)	2:03.7
2 A. Bridge (MASD)	2:05.7
3 A. Saker (AS&RD)	2:11.2
4 G. Moss (MAV)	2:14.2
5 J. McMahon (MASD)	2:14.8
6 D. Cardwell (FARL)	2:18.5

1500 METRES

1 A. Bridge (MASD)	4:04.2
2 A. Saker (AS&RD)	4:04.7
(L. Collins (Guest))	4:07.3
3 P. Gray (MAV)	4:19.8
4 J.K. McMahon (MASD)	4:30.5
5 T. Morley (MAV)	4:32.4
6 S. Agnew (ATE)	4:38.8

1500 METRES WALK

1 P. Nibill (ATE)	6:53.6
2 T. Bayes (ISD)	7:40.3
3 M. Jory (ISD)	8:25.6
4 J. McMahon (MASD)	9:12.6
5 G. Cheetham (FARL)	9:16.0
6 K. Mitchell (FARL)	9:50.0

100 METRES VETERANS

1 L. Murphy (ADD)	12.3
2 C. Reese (MAV)	12.7
3 G. Cheetham (FARL)	12.8
4 R. Wilkinson (MASD)	14.7
5 J. Talbot (MASD)	16.3

INTER-DIVISIONAL RELAY

1 MAV	47.9
2 FARL	49.0
3 CACD	49.3
4 ISD	51.3
5 MASD	51.9
6 PSD	51.9

HIGH JUMP

1 K. Bayle (MAV)	1m77
2 P. Chapman (ADD)	1m75
3 T. Atkins (ISD)	1m60
4 J. Hannam (CMS)	1m60
5 M. Martin (CMS)	1m55

LONG JUMP

1 T. Atkins (ISD)	6m27
2 K. Bayle (MAV)	5m88
3 S. Talbot (MAV)	5m69
4 I. Thomson (FARL)	5m39
5 K. Peers (PSD)	5m14
6 M. Clew (Training)	5m07

SHOT

1 G. Storer (ATED)	10m06
2 A. Peak (PSD)	9m01
3 K. Sayle (MAV)	9m79
4 M. Giles (ATED)	9m74
5 J. Pegg (CCD)	9m52
6 J. Smith (CACD)	9m04

DISCUS

1 M. Giles (ATED)	32m06
2 K. Sayle (MAV)	29m06
3 T. Atkins (ISD)	27m36
4 M. Chapman (ADD)	27m06
5 J. Smith (CACD)	26m75
6 A. Peak (PSD)	26m48

JAVELIN

1 M. Chapman (ADD)	50m20
2 A. Peak (PSD)	43m74
3 G. Reese (ATED)	42m10
4 J. Durbin (CACD)	39m06
5 F. Thomas (ATED)	35m44
6 M. Lambkin (AS&RD)	33m70

TUG OF WAR

1 CUD	
2 ISD	
3 ATED	

WOMEN

100 METRES

1 E. Morley (ATED)	14.4
2 N. Saker (AS&RD)	14.4
3 J. Peddie (ATED)	14.5
4 L. Williams (ADD)	15.0
5 K. Shi (Training)	15.5

100 METRES VETERANS

1 D. Firth (ADD)	15.5
2 J. Rawley (MAV)	17.8
3 P. Warner (MASD)	21.0
4 M. Cheetham (FARL)	27.0

INTER-DIVISIONAL RELAY

1 AS&RD	59.7
2 ATED	60.7
3 ADD	64.1
4 Training	65.4
5 MASD	66.3
6 PSD	70.7

HIGH JUMP

1 N. Saker (AS&RD)	1m30
2 E. Morley (ATED)	1m28
3 D. Firth (ADD)	1m22
4 R. Pegg (CACD)	1m20
5 L. Fyfe (MASD)	1m15
5 S. Glover (PSD)	1m15
5 J. Peddie (ATED)	1m15
5 A. Scoones (AS&RD)	1m15

LONG JUMP

1 T. Harris (CMS)	4m57
2 N. Saker (AS&RD)	4m01
3 E. Morley (ATED)	4m00
4 R. Calver (Training)	3m54
5 K. Shi (Training)	3m52
6 A. Taylor (MASD)	3m54

SHOT

1 D. Firth (ADD)	7m86
2 P. Herbert (ADD)	7m79
3 K. Shi (Training)	7m70
4 V. Moorey (MAV)	7m68
5 S. Marshall (MAV)	7m25
6 E. Pegg (CACD)	6m86

DISCUS

1 V. Moorey (MAV)	21m84
2 P. Herbert (ADD)	20m40
3 D. Firth (ADD)	18m84
4 S. Marshall (MAV)	18m36
5 L. Williams (ADD)	16m16
6 E. Morley (ATED)	14m88

JAVELIN

1 M. Bennett (Fisher)	43m35
2 Y. Bennett (Fisher)	27m84
3 P. Herbert (ADD)	19m56
4 D. Firth (ADD)	19m32
5 N. Saker (AS&RD)	18m84
6 L. Lyons (ATED)	16m96

BOYS

100 METRES

1 S. Turner (Guest)	14.0
2 S. Jory (ISD)	14.3
3 I. McAllister (Guest)	15.2

400 METRES

1 A. Hayden (Guest)	56.9
2 S. McAllister (ATED)	69.4
3 J. Barton (Guest)	62.1

800 METRES

1 B. Morris (MAV)	2:12.7
2 A. Jones (MAV)	2:16.6
3 J. Bennett (CMS)	2:24.4

GIRLS

100 METRES

1 L. Williams (ADD)	15.4
2 C. Wilkinson (MASD)	16.2

15-16 YEARS

1 E. Morley (ATED)	14.9
2 F. Giles (ADD)	16.2
3 D. Bennett (ATED)	16.3

10-12 YEARS

1 T. Harris (CMS)	14.0
2 S. Weeks (CCD)	14.9
3 R. Begg (CACD)	15.8

MENS VICTOR LUDORUM

1 T. Atkins (ISD)	21 Pts
2 K. Sayle (MAV)	20 Pts
3 S. Talbot (MAV)	15 Pts
4 M. Chapman (ADD)	14 Pts
5 M. Butler (FCD)	13 Pts
6 A. Bridge (MASD)	12 Pts

WOMENS VICTOR LUDORUM

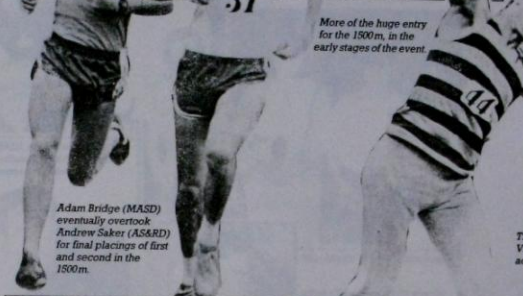
1 D. Firth (ADD)	23 Pts
2 N. Saker (AS&RD)	18 Pts
3 E. Morley (ATED)	16 Pts
4 P. Herbert (ADD)	14 Pts
5 V. Moorey (MAV)	9 Pts
6 K. Shi (Training)	8 Pts

MANAGEMENT TROPHY

1 MAV	86 Pts
2 ADD	65 Pts
3 ATED	59 Pts
4 ISD	47 Pts
5 AS&RD	42 Pts
6 MASD	32 Pts



More of the huge entry for the 1500m, in the early stages of the event.



Adam Bridge (MASD) eventually overtook Andrew Saker (AS&RD) for final placings of first and second in the 1500m.



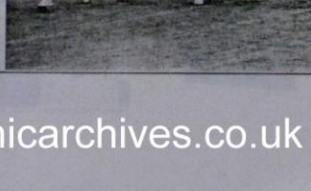
Men's 100m relay heat.



Men's relay finalists in action. On the outside for MAV (winners), Gareth Moss passes to Neill Roberts, and for third-placed CACD, Andy Durbin passes to Jim Morgan.



Men's 800m, heat 2.





Tag-o-war victors OGD

Mark Butler was delighted to receive the trophy for his 400m win, the fourth consecutive title. He was also 3rd in 200m and 4th in 100m. Mark has spent many hours behind-the-scenes helping to prepare for sports day and also gives much time for the Elliott A.C. He has just spent his holiday as a statistician for the BBC's Olympic games coverage.

Maxine Bennett, UK international who has been troubled with injury recently, won the womens javelin for Fishers - their farewell appearance now they are moving to Strood.



Runners-up in tag-o-war, ISD. Barrie Thornburn on the end, with Steve Briggs, Andy McItheron, Alan Brassell, Rob Gee and Tim Hayes.



Nicola Saker (AS&RD), winner of women's high jump was at school only a few weeks ago. Father is Chairman of Elliott A.C.



The AS&RD Women's relay team.



Diane Fith presents Mrs. Alexander with a thank-you bouquet. Diane had already received trophies for shot putting, ladies veterans, and ladies Victor Ludorum, also placings in discus and relay.



Mark Chapman (ADD) was the men's javelin winner.

Graham Storer (ATED) with his second consecutive trophy for the shot-put, adding to his successes with Elliott A.C. In the background Jim Collins was in charge of the trophies to be presented and of a host of things to do with the organisation and running of sports day.

Atkins, later asfortum, in



Tara Harris (CMS) won the 10-12 yr 100m and at the age of 12 holds the record. She also competed in the womens long jump - and won!



Trevor Atkins (ISD) takes his 100m prize. He also won the long jump, second in 200m, equal third in high jump, and mens' Victor Ludorum.



MAV's victorious relay team: (l-r) Gareth Moss, Kevin Sayle, Sean Talbot, Neils Roberts.

Men's high jump, Olympic style.



Sean Talbot collects the inter divisional trophy on behalf of the MAV team. Sean's contribution was second in 100m, first in 200m.

Charles Bushell has retired from QOD where he has been Calibration Assistant since 1972; he started with the company in 1951 after wartime Navy Service and spells with the Dockyard and Snoodland Paper Mills. His first position with the former 'Elliotts' was as Electrical Fitter, but he moved to MACD to work on TSR2, thence to ACD and to QOD. Charles' hobbies are carpentry and leatherwork and he will be able to become even more expert with the B & D Electric Plane given to him by his friends and colleagues.

Jim Southworth came from the Army in 1948 to Swift & Swallow but was redundant after 3 years. In 1956 he started in Fisher Governor Division and created the Fisher Tool Stores; in 1961 he moved to Webb Conveyor Division and in 1963 joined Flight Instruments Division where he worked with Bill Shiel starting Tool Stores, then moved to Model Shop Stores working for Dennis Hyde. In 1968 he moved to DO as Tech. Clerk and ten years ago he came into the Library, later becoming Divisional Librarian. On his retirement, Jim received from Divisional Manager John Colston a portable radio/lape unit and the best wishes of his friends and colleagues over the years.



Jim Southworth receiving his retirement present. (B)

Ralph Jeffrey, Cost Controller of ATED, started his 25 years with the company in the Accounts Department, and then after spending 3 years at Darford he joined his present Division in 1977, in Cost and Contracts, working up to the position he holds now. Ralph also has a strong interest in the craft of pantomime, and indulges in water sports such as boating and water skiing; he thinks maybe the next thing will be snow skiing. He received his presentation clock from Divisional Manager Arthur Cowell, who paid tribute to Ralph's contribution to ATED's activities.



Ralph Jeffrey with his presentation clock. (A)

On Friday 6th July Dave Harris, Production Manager of IND, presented Ted Butcher with a Wall Clock to mark his 25 years service with the Company. Before joining Elliotts in 1959 Ted had spent 3 years in the RAF in Germany. He joined IND as a Wireman working on the Blue Steel project, moving into pre-production work during the development of Nimrod systems and E5 Platforms. In 1971 Ted transferred to nightwork wiring Inertial Platforms in the super clean area, returning to day work in January this year. He now works as a development Wireman on new projects.

Ted is married with two daughters and one son. His hobbies are horse-riding and gardening.



It is Wednesday 11 July, 7:00 o'clock in the evening, the competitors are ready and spectators line the route. There is an air of hushed anticipation and contained excitement. The first competitor is on the line poised, adrenalin pumping, waiting for the go. Yes, the Great ADD Bike Race is on the road again.

The competition is the same but the course has moved to a start in the Rochester/Maidstone Road at the junction with the hill that leads down to the footpath to the Robin Hood P.H. Twenty-five riders are looking forward with some trepidation to the 9 1/2 mile course where they will race alone at one minute intervals through some of the area's beauty spots. Despite the easy start, downhill to Prestfields and through the village of Borstal, the course is very tough, for once under the motorway bridge, at the left turn comes the first test, the long hard pull uphill at the start of the road to Burham. Once over this and despite a couple of short sharp climbs and descents the snaking course is predominantly uphill all the way culminating in the tortuous ascent to the top of Old and New Bluebell Hill to turn left and finish 200 yards before the Robin Hood P.H.

Pre-race rumours are rife with some inflated and some carefully disguised practice times being broadcast here there and everywhere. With favourites for the title starting on every 4th position, competitors are basically divided into two, those who hope to win and those who hope they will not be last.

The marshals are in position, timekeepers watches set and now the talking has to stop. Alan Ward, the hare for the course sits nervously on the start held up by the 'pusher off'. The countdown begins 5, 4, 3, 2, 1, GO! Out of the saddle, screech of tyres and as it by magic he disappears in a cloud of smoke and the smell of burning rubber. The next man is ready, Zippy Giles (no reference to speed) is on his way followed by Pat Herbert, the only lady brave enough to enter the gruelling event. Now the 4th man and 1st seed, a sleek and fit looking Kevin Williams draws up breathing fire and roars away tearing up the tarmac in the chase for those who left before. 6th man away is Dave Marvell, one of



Dave Marvell out of the saddle with still a mile of climbing to the finish.

the Divisions' elder statesmen but still able to turn a fast pedal. 8th man off is another seed, the ample frame of Derek Avey arrives on the line with muscles rippling and sinews bursting with blood. And so it went on.

The next seed, a quietly confident Jim Beaney, came to the line and in his summer recess from running was looking for a good result. The

ADD CYCLE RACE



Jim Beaney eventual winner. "I hope no-one notices the low I had."

Pos.	Name	Dept.	Time taken	13th	Eng	37.13
1st	Jim Beaney	DO	28.13	Alan Ward	Model	37.37
2nd	Trevor Blight	Software	28.59	15th	Dave Marvell	Shop
3rd	Chris Dardry	Eng	30.03	14th	Mark Ticker	Model
4th	Kevin Williams	Tech Dept	30.35	18th	Pat Herbert	DO
5th	Derek Avey	Model	31.32	17th	Tony Giles	GA
6th	Andy Day	DO	32.34	18th	Steve Parsley	Eng
7th	Phil Corcoran	Model	32.44	19th	Jude Baha	Eng
8th	Colin Tattersall	Eng	33.46	20th	Charlie Oliver	Eng
9th	Steve Coates	Shop	33.47			
10th	John Seabrook	Eng	34.03			
11th	Goeff Wilson	Software	35.16			
12th	Mike Thompson	Eng	36.50			

Guests Comp.

1st	Paul Smith	Model	27.50
2nd	Duncan Edwards	28.47	
3rd	Martin Eshay	30.13	
4th	Phil Copwell	31.20	
5th	Harry H. Wilkinson	35.06	

very capable Chris Dardry went with his line pedalling style and was obviously going to pose the last men a few problems as was Trevor Blight who would not be found wanting when the going got tough.

As the race progressed, participants' thoughts were more and more of their fate on Bluebell Hill, of looking for that non-existent lower gear while legs screamed for mercy and the mind grappled with an overwhelming desire to stop. When the last man off began his ride, Kevin Williams was beginning his climb up to the Lower Bell prior to turning left up Old Bluebell Hill, it was out of the saddle stuff here and having overtaken his hares could only look ahead to the long climb which seemed to go on forever. Further back, Derek Avey was pressing on picking off his minute men but Jim Beaney now approaching Burham was gradually closing the gap. At the same time the slender bodies of Chris Dardry and Trevor Blight were forging on through the head wind to good times. Many other battles were taking place within the event with some trying to overtake those in front while others were desperately trying to stay away from their assailants.

Kevin Williams was first man over the finish with a time of 30m 35s, he then sat back to see if it would be beaten. Derek Avey then appeared pouncing on the pedals but with a time of 31m 32s. Shortly after Jim Beaney came storming over the line to go into the lead with 28m 13s. Would this be bettered? And so the competitors finished in total exhaustion to the cheers of the large crowd who had gathered to support their departmental

the distance as he summoned up all his strength for a finishing effort which bought him an overall time of 30m 35s, but the advantage was with Trevor Blight who unaware of other participants times, finished with a very creditable 28m 59s for 2nd place. Jim Beaney had won.

John Seabrook showed he can still pedal fast by leaving a lot of younger men in his wake. Steve Parsley went round on his sit up and beg complete with personal stereo. Rumours that he was listening to Wagners Flying Dutchman were not ratified. Two competitors did prove that wearing a cap back to front does nothing to induce greater speed. Prior to the race, the model shop had been very busy manufacturing some ingenious devices and aids for the race, one of which was a raised seat attachment which presumably acted as some kind of truss. Another appeared to be wearing a brain harness of sorts which may have helped since the rider did finish in the first five.

The race now over, a strange malady seemed to descend upon some of the participants who either didn't want to sit down or in fact were unable to sit down due to inflammation of the coccyx. Presentations were made by Dave Marvell who has allowed his name to be given to the trophy which will from now on be known as the Dave Marvell Trophy and will be competed for annually. The trophy has been named in recognition of his contribution to cycling and to the unstinting support he has given to all events held by the Division. In his racing days, Dave was a cyclist of great repute and was a member of the Medway Wheelers team when they were the best club in the country. He also recently gave up the position of President of Medway Velo Club and was a former member of the

Fellowship of Kent Cyclists to which he still actively belongs. Congratulations to the winner Jim Beaney and the runners up Trevor Blight and Chris Dardry. Our thanks are extended to people who helped run the event by marshalling and timekeeping etc. and also to our guests who participated in their own race and helped make the day the success it was. For budding cyclists, you know the route, get out there and compare your time with ours.

Alan Ward

MAV/BP Kent Club Election - 1984

Nomination for Ordinary Member of the Management Committee

(four vacant seats for Marconi Avionics employees)

Candidate's Name (please print)

Division

Club No.

Signature

Date

Proposer's signature:

Club No.

Second's signature:

Club No.

This Nomination Paper is issued subject to Clause 5 (a) (iv) of the Constitution and Rule 3

Nomination Papers must reach the Club Secretary by 21st October 1984

3rd AGM will be on Thursday 7th February

Sports and Social Club round up

Bowls Section

We Win MAV/BP Kent Challenge Cup
 The MAV/BP Kent Challenge Cup is an annual event held at the social club bowls green, Hoo. It is held over a period of one week. There are sixteen teams competing, ourselves plus fifteen others invited from the Medway and Gravesend areas.
 The sixteen teams are firstly placed into four leagues of four, from which the top two qualify from each league to go on to the quarter finals. The quarter final onwards is a straight knock out competition.

MATCH REPORTS

by Paul Barrett (Competition Secretary)
 The MAV/BP Kent challenge cup this year was a great success for the Bowls section. After playing in a tense league they eventually came out runners up in the league section and qualified for the quarter finals. After a disastrous start in the quarter finals the MAV/BP team were down to Cliffe B.C. 16-6, but they eventually fought back to the 15-19 after 21 ends forcing an extra end and won it scoring through to the semi-finals.
 In the semi-final the MAV/BP four met AEI Gravesend B.C. inspired by the win the previous evening E. Langley the MAV/BP Skip taxed AEI with his pin point accuracy in drawing skills; eventually MAV/BP won 20-9.



After great excitement in the other semi-final, Winget B.C. beat Gillingham B.C. 20-18 but only after taking a five on the last end when trailing by three.
 In the final the spectators were not disappointed when MAV/BP took an early advantage, but wingets B.C. battled back and at seven ends levelled the score 7-7. The game stayed tensely poised until the 19th and 20th end MAV/BP scored a 3 and 2 leaving Wingets shocked and requiring six on the final end, but they lost the end by one leaving MAV/BP the winners 21-15.

MAV/BP Players

- Monday v Aquaseal B.C.**
 1. S. Hayes, 2. F. Wain, 3. J. Woods, Sk. E. Langley
- Tuesday v Wingets B.C.**
 1. P. Barnicot, 2. R. Austin, 3. P. Barrett, Sk. R. Keohane.
- Wednesday v Civil Service B.C.**
 1. W. Eastwood, 2. M. Crucefix, 3. P. Barrett, Sk. D. Barber.
- Quarter Final/Semi Final/Final**
 1. P. Barnicot, 2. P. Barrett, 3. R. Keohane, Sk. E. Langley

Challenge Cup 1984 Final Tables

Group One						Group Three											
					Shots						Shots						
	P	W	D	L	F	A	Pts		P	W	D	L	F	A	Pts		
1	Wingets	3	2	1	0	69	44	5	1	AEI	3	3	0	0	74	47	6
2	MAV/BP Kent	3	2	1	0	69	32	5	2	GWFC	3	2	0	1	55	55	4
3	Civil Service	3	1	0	2	48	57	2	3	Proctere	3	1	0	2	44	63	2
4	Aquaseal	3	0	0	3	48	81	0	4	Pain Cottage	3	0	0	3	56	84	0

Group Two						Group Four											
					Shots						Shots						
	P	W	D	L	F	A	Pts		P	W	D	L	F	A	Pts		
1	Cliffe	3	3	0	0	23	33	6	1	Gillingham	3	2	0	1	69	46	4
2	Cobham	3	2	0	1	62	54	4	2	Finehay	3	2	0	1	47	61	4
3	Caroline	3	1	0	2	57	60	2	3	Lucas Cav	3	1	1	1	57	71	3
4	Twin Disc	3	0	0	3	57	75	0	4	Gravesend Coop	3	0	1	2	57	62	1

Quarter finals

Wingets	28	Cobham	9
MAV/BP	21	Cliffe	15
Finehay	16	AEI	26
Gillingham	22	GWFC	17

Semi finals

Winget	30	Gillingham	18
MAV/BP	20	AEI	9

Final

MAV/BP	21	Wingets	15
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Winners

MAV/BP Kent (Bowls Section)

Runners Up

Wingets B.C.

Well done all the players who took part from MAV/BP

Footnote:

Anyone wishing to take up bowls is most welcome. Just come along to the green at Hoo, there is usually a committee member or experienced bowler there to help you. Also overshoes and woods are available. For further details ring Rex Austin (2904) or Paul Barrett (2494).

Inter Divisional Bat and Trap

Finals of this years contest were held at the Clubhouse on August 1st. The winners were MAV Services, by 2-0, and second (again) were ADD.



The winning MAV team (l-r) Ron Richards, Barry Cowden, by Martin, Denis Masters, Jason Stone, Erice Alchin (Capt), Ernie Banks (Umpire), Adrian Lowe, Harry Hamblin.



Runners up ADD team was Ray Gowing, Clive Talley, Simon Jackson, George Samml, Alan Hardy, Colin Bennett, Dave Williams (Capt), Paul Goodall, extra Phil Price.

MAV/BP Computer Users Club

The Committee have pleasure in announcing the results of the Logo competition.
 Colin Tiedwell of FARL was the winner and receives £25 worth of 'goodies'. The Committee wish to commend highly two of the six entries (put in on cassette tape) by the runner-up, Derek Raymond of ATED.

The winner of the childrens competition was Richard Jibb aged 10 years (whose father is Dave Jibb of ADD) who will collect £7.50 cash.

One of the aims of the Computer Users Club is to put computer users in contact with one another to enable passing of information and ideas. To this end, it has been suggested that user groups be set up for the many computer types available, e.g. BBC, Commodore, Sinclair, Atari etc.

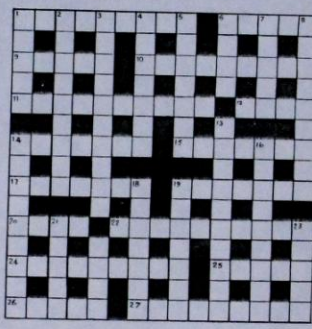
Anybody interested in forming/joining such a group should write to a committee member or inform your divisional rep. who can pass the information on.

Another 'pull' for a local trader. We can recommend Canterbury Software of 9, The Friars (0227) 53531 who offer good service and discounts to members e.g. BBC 'B' + Recorder + 5 pieces of 'Acornsoft' for £366.

Discount offer for BBC Microcomputer owners on Solidisk Sideways RAM boards. These boards (32k) are normally £60 but discounts of up to 25% are available on bulk purchases.

If interested please contact your divisional representative, or Paul Stevens in ADD (int 2685, ext 513) for information or to order.

CROSSWORD No. 64



ACROSS

- Sub-Continent Down Under. (9)
- Sense by which flavour is known. (5)
- Usually old to remind one. (5)
- Science in operation relating to magnitudes, space. (9)
- Bearing, usually given in finishing school. (10)
- After sowing, so shall you. (4)
- Areas of land and buildings. (7)
- Like a Zebra or Sergeant. (7)
- A long ago energy source. (7)
- Many assumed names. (7)
- Close proximity. (4)
- Continues to exist or do. (10)
- Bad sort of joke. (3-6)
- Musical instrument. (5)
- Small house or porter's room. (5)
- Traces left by conflagration. (4-5)

DOWN

- Bitterly pungent. (5)
- White crystalline substance used in gun powder. (9)
- The D.J. Spot, or maybe Olympics. (6-4)
- What Peas and Beans are. (7)
- Total quantity, various areas. (7)
- The other folk. (4)
- Durable worsted fabric. (5)
- Sometimes considered results of high spirits. (9)
- Violent disturbance of mentality. (5-5)
- Necessarily and needful. (9)
- Fare payer in service travel. (9)
- Spoken at speed, from memory. (4-3)
- A comforter. (7)
- Leading up to sickness. (5)
- For grasping and tilting. (5)

Solution to Crossword No. 63

ACROSS

1. Black country; 10. Emperor; 11. Tattler; 12. Peevish; 13. Ringlet; 14. Hedge; 15. Rectangle; 17. Cold cream; 20. Bumps; 22. Adapter; 24. Ottoman; 25. Gunshot; 26. Ammonia; 27. Repossession

DOWN

1. Lip read; 3. Carmine; 4. Cart Horse; 5. Uter; 6. Titania; 7. Yule Log; 8. Keep the change; 9. Brothers in law; 16. Come of age; 18. Lesner; 19. Catch up; 20. Betmes; 21. Momento; 23. Rates.

(The clue which was omitted last month, 7 Down, would have read: Oh! for the Christmas fire! Apologies - Ed.)

Photographs taken by the Staff Photographers will be acknowledged in the following way: (A) Alan Keats; (B) Ian Douglas

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CLUB-HOUSE ATTRACTIONS

<p>CHILDRENS FRIDAY DISCO 5th October 7-10 p.m.</p>	<p>AN EVENING AT THE RACES Saturday 15th September 8 p.m. EIGHT FILMED RACES Total Tickets: 20p each Admission Free</p>	<p>CABARET EVENING Friday 28th September 8-11.45 p.m. Admission: £1 Tickets from the Bar and Graham Bird 2416 Rod Cole 2015</p>
<p>DANCE WITH "THE IN CROWD" Saturday 6th October 7.45 - 11.45 p.m. Admission Free</p>	<p>MUSIC IN THE BALLROOM by "COPPERFIELD" Friday 14th September 8-11 p.m. Admission Free</p>	<p>DANCE with "SPIRAL" Saturday 29th September 7.45-11.45 p.m. Admission Free</p>
<p>"HAPPY DAZE" DANCE Saturday 22nd September 8-11 p.m. Admission Free</p>	<p>FAMILY FUN NIGHT Saturday 13th October 7.45-11.45 p.m. £1 per adult Children under 16 Free</p>	