

BIG BUSINESS\$ IN THE \$TATES\$

ADD's latest US order

Airborne Display Division has received a \$72 million production order from General Dynamics Corporation, Forth Worth, Texas for its new type of pilot display, which uses advanced holographic techniques. Over 450 of the new type of head up displays (HUD) have been ordered, to equip General Dynamics F-16C Fighting Falcons. The new display is the world's first holographic HUD system to be put into volume production. It uses diffractive (holographic) optics to provide the pilot with a wide field of view suitable for both day and night operations.

The display is driven by an advanced computer to form symbols which are projected into the pilot's forward view, enabling him to fly the aircraft without having to look down at instruments.

This HUD is the latest in a series of designs capable of presenting a raster (TV-like) display, as well as stroke-written symbols. The raster display device depicts the night scene, as produced by a forward-looking infra-red (FLIR) imager, superimposed exactly in scale and in the correct location, so that the pilot literally sees in the dark. One of the important features of the holographic technique is the large instantaneous field of view (30° azimuth by 17° vertical)

which gives greater safety and effectiveness in low altitude manoeuvring by day and night.

In developing the new HUD, ADD has drawn on the extensive experience gained during the US Air Force LANTIRN (Low Altitude Navigation and Targeting by Infra-red at Night) programme. This involved holographic HUDs flying over 1000 missions with the LANTIRN/F-16 Combined Test Force, with the majority of flights being low level and at night.

Deliveries will commence in Spring 1988 at a rate of over 15 aircraft sets per month.

This new HUD is the latest in a succession of innovations which have enabled the company to supply this important class of equipment for every version of the F-16, the world's largest current combat aircraft programme.

GEC Avionics is by far the world's leading HUD manufacturer, having produced over 6500 HUDs, with a further 2000 currently on order.

Excellent Christmas news for ADD—the recently relocated Production Department will be more than busy with this and other orders, for some time to come.



Ian May, Production Fitter, working on the first model of ADD's new HUD.

Boeing selects GEC Avionics in new Airliner Competition

As briefly announced in the last issue, GAV is one of two international firms selected by the Boeing Commercial Airplane Company to compete in the pre-production phase of development of advanced flight control computers, intended for use in Boeing's new technology 7J7 airliner. After keen competition, in which GAV was the only non-US

company considered by Boeing, two companies have been selected as finalists to compete in parallel developments. When both of the new computer systems have been evaluated by Boeing, one will be selected to equip 7J7 aircraft.

Flight Controls Division has proposed a computer design which introduces

new concepts aimed at increased reliability operations. "Fly by wire" is one of the systems designated by Boeing for application of such concepts. FCD has been a world leader in automatic flight control for 35 years and a pioneer of fly-by-wire systems. The company previously equipped Boeing YC-14 military transport prototypes with advanced

fly-by-wire computers and currently supply the system fitted to the UK's EAP aircraft. Among more than 40 aircraft types equipped with GEC Avionics automatic flight control equipment are Boeing 747, Concorde, Airbus A310, A320 and A300-600 also VC10 and BAC1-11 airliners.



TO YOU ALL

LATE NEWS

RAF Nimrod and RAAF Orion fleets now fully equipped

Five months ahead of schedule, MASD has completed delivery of AQS-901 Acoustic Processing and Display systems to the Royal Australian Air Force (RAAF) for service on their Lockheed P-3C Orion aircraft.

FURTHER ANNOUNCEMENTS:

RAF Win International Competition with GAV Sub-Hunting System

RAF Nimrod, equipped with GEC Avionics AQS-901, has won the prestigious Fincastle Trophy in Adelaide, competing against Australia, Canada and New Zealand.

Congratulations to MASD!

Message from ATED

ON TIME... ON SPEC...ON BUDGET...

EARLIEST POSSIBLE DELIVERY 28/11/86...

DELIVERED 28/11/86...

ITEM: FOURTH/SCADC 'ORION' ATE...

ATED PROUD TO BE ASSOCIATED—

BON CHANCE ISD.

Fit for Work



For the second time, the company has won a Fit for Work Award, given by the Manpower Services Commission in recognition of outstanding achievements in the employment of disabled people.

In March, there is to be a ceremony at Airport Works, at which Her Majesty's Lord Lieutenant for the County of Kent will present the Award.

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 Barry Wallington, Training Centre, Joan Golding, ISD
 Ken Castle, Ann Smith, ATED
 Maurice Sparham, COD (Flying School)
 Phyllis Ellis, CMS
 Volunteers should offer their service through Divisional Administrator
 Officers or direct to the Editor.

The Editor has been given a picture postcard of a mosque, from Kairovan, Tunisia, for which the Post Room can find no home. The signature looks like "Charlie". Any takers? Phone 3852

Par Avion:

*Geoffrey Grant, Sahm,
 c/o G.E.C. Avionics
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 Rochester, Kent
 ME1 2XX.
 United Kingdom*

661 Units Collected

During the visit of the Blood Transfusion Service in September 661 units of blood were collected. Mrs. Garner, Towers Surgery, has received a letter from the Services Area Organiser thanking everyone who participated.

The next visit is scheduled for
16-20 March 1987 (inclusive)

HEALTHY EATING CAMPAIGN SUCCESS



Canteen Manager Bill Gostling pictured with Sally Skiaros, the District Dietician (on the left), her assistant Anne Johnson-Erskine and a representative from the Dutch Dairy Bureau, during our recent Healthy Eating campaign in the main canteen.

The campaign was a great success and Mr. Gostling and Mrs. Skiaros were very pleased with the response from employees, who hopefully will have gained a useful insight into healthier eating.

Holiday Time

Pickfords Travel

Come and book your holidays at the

SUNSHINE '87 EXHIBITION

Pickfords Travel will be at the Crest Hotel on Sunday, 11th January 1987 from 10.00 am-4.00 pm along with all the major holiday tour operators.

Entrance is **FREE** and the booking desk is open all day.

WANTED

LIFT REQUIRED

TO AND FROM SWANLEY TO AIRPORT WORKS

Please Contact—Denise Newton Ext. 3880.



The Royal Aeronautical Society

Medway Branch

1987 LECTURE PROGRAMME

21 January	Aviation Medicine Air Commodore J. Ernsting RAF
18 February	Confessions of a Times Air Correspondent Arthur Reed
18 March	Aviation Photography Arthur Gibson
15 April	Reminiscences of my Father John Fairley
20 May	AGM

—ALL WELCOME—

Illustrated talks on interesting aspects of aviation are held on the 3rd Wednesday of each month, October-May inclusive, in the Canteen.

Membership—Open to all—£2 Adults, £1 Under 16 years of age and OAPs

For more details phone The Branch Secretary on Medway 44400 ext. 3974.

OFFSHORE SAILING

3 places available on Fortnight Cruise 18th July 1st-August 1987. Cost £260.00 per head.

Planned cruise is Poole—English Channel—Western Approaches, and back, with appropriate ports of call.

The complete party will be 10 in number, chartering a Rival 41 Sloop. Applications are invited from persons of either sex who are of normal physical fitness, minimum age 14, non-smokers preferred. Inexperienced persons are welcome, but should note that a long (approx 6 days) non-stop passage is hoped to be included, and this may prove heavy going for them.

Further details from A.D. MacFadyen, GSD Engineering, Ext 4201, Home Maidstone 44152.

The Customer Training School would like to take this opportunity to thank all friends and colleagues in our own Division (AS&R) and all other Divisions who have given us so much help and assistance during 1986.

Special thanks also go to the Canteen and Transport Staff, for their patient service. To all these people, we wish a Very Happy Christmas and look forward to continued good relations in the coming year.

Bob Warden
 Bob Warden

PARISIAN WEEKEND

27 March 1987

4 days

Hotel Berthier La Tour.

Bed and Breakfast.

All rooms with facilities.

COACH FROM CHATHAM

£99 Per Person. Insurance extra.

Price includes: Paris sightseeing tour and visit to Versailles.

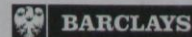


BOOK THE BEST TRAVEL PACKAGE.

Our Travel Pack makes it fast and easy to order all the financial services you'll need on holiday.

For more information about our 'Travel Package', Kevin Garner is available in your Personnel Department on Wednesdays from 12.30 pm onwards. Just make an appointment through Christine Carter on Ext. 3417, or if you want to find out more about any of our services, pop down to see Victoria Lee in your lunch hour or call into any local Barclays Branch.

- A Bar-laycard.
- A Bar-lays Euro cheque and Euro cheque card.
- A 5-Star Motoring Insurance.
- Foreign Currency and Travellers Cheques.
- Personal Insurance.
- Holiday Finance.



BIGGER THIS YEAR!

Hallowe'en was chosen to be the day to judge the ADD D/O gardening section pumpkin competition. Twenty of the D/O's expert growers had seed to sow but some fell at a very early stage. Some had seeds that failed to germinate while others managed to get seedlings that just went rotten. Once plants were established, the next problem to overcome was to make the flowers bear fruit, and then stop the fruit from falling off. Problems like these sorted out the non-committed and left a select band of green-fingered pumpkin men who were going to go all the way. Many weird and wonderful techniques were reputedly employed in the hope of producing a "whopper". These included feeding with sugar water, birth pills or beer and playing classical music to the growing fruit.

The day of judgement had arrived and Joan Collins who had been booked to judge the winner and present the prizes had been unavoidably detained in Hollywood. To do the honours the competition organisers had

gone to even greater expense to secure the services of ADD's greatest horticultural expert Mrs. Gladys Douglas. She set to judging the entries with great gusto, weeding out the also rans with merciless care to announce Mark Cheeseman's pumpkin the winner. Mark had dug a big hole which he filled with manure and into which he planted his embryo. The old sages up the allotment gave him plenty of advice to enable him to produce his near 30 pounder not least of

which was "get your Mum to water it every day". Runner up was Steve Liddle who pushed Mark very close for 1st place and claimed beginners luck was very much on his side. Third place went to Chris Bowman, who came back strong after being disqualified at last year's carrot competition for cutting the tops off his entries.

The growers' organisers are now looking for something new to grow next year and may plump for something a little more exotic.



Left to right: 3rd Chris Bowman; Judge Mrs. Gladys Douglas; 1st Mark Cheeseman; 2nd Steve Liddle.

RAF v GAv (Ladies) Netball Special

On Sunday 21st September a party of RAF personnel, attending an SMS training course with ISD, played a charity netball match against the GAv ladies netball team at the GAv/BP Club, Hoo. The game was arranged with help from Jenny Hawker who had served the RAF in the canteen during their stay and who also plays in the ladies netball team.

The sun shone throughout helping make the game an enjoyable success, and as a result £250 was raised for families in need.

Steve Ray ISD

Dave Cowdell demonstrating his height advantage.



Back Row: Bob Wilson, Andy Hellyer, Jenny Hawker, Tammy Rattray, Louise Clutterbuck, Kathy Foster, Sharon Wollage, Ian Morris, Dave Cowdell.

Front Row: Ellen Lee, Selina Foster, Lorraine Williams, Pete Wendes, Phillip Day.

Foreground: Eric Gardner

It's That Name Again!

Malcolm Moulton, in his reply after receiving his 25 year service award (see Page 12) made reference to the change of company name, about which rumours were abundant in the weeks before Farnborough '86. It was therefore important to have a name ready, and to avoid necessary expense there came the brilliant idea of chopping up the present 'logo' and rearranging it. But what were we to call ourselves?

Malcolm has made a tempting suggestion—he is happy to offer a bottle of wine for the best further variation, like those shown here, submitted by any employee.

(Write c/o Editor)

POSTSCRIPT

News about the newly discovered dinosaur BARYONYX WALKERI has got me thinking again about our company name. BARYONYX means "hard claw", onyx being a nail or claw.

Clearly then, AVIONYX would denote "bird claw" or talon, a most suitable name for a symbol or mascot for GEC Avionics.

We might register it as AVIONYX ALEXANDRII, a species which fights like a falcon, hunts fish like a gannet and sees in the dark like a night owl.

I wonder what this impressive creature would look like!

Malcolm Moulton



GEC AVIONICS

But should we go in for a bit of smuggling as well?

CIGS IN A COVE

Too dangerous? What about domestic central heating?

ICE SAVING CO

But after installing that, we will need to redecorate the house

COVING IS ACE

Or should we persuade the board to make a lot more money from peddling?

VICES ON A CIG

Probably won't happen, so we may as well just retire and serve out our time!

AGE CIVIC SON

But really, we're also in the business of running an airport. Should we sell the services of a ground controlled approach radar? Brings the money in!

GCA INVOICES

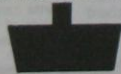
More perseverance—we can still carry on with MASD's business, integrated circuits for acoustic processors.

IC GAVE SONIC

But after all that, we discovered we could meet the objective and not change the business one little bit.

VICE GAINS CO

NOW WHY DIDN'T WE THINK OF THAT BEFORE?



www.rochesteravionicarchives.co.uk

A 'CLEAR' CASE FOR CELEBRATION

At a ceremony in November at the St. Asaph factory of Pilkington PE, Peter Hearne on behalf of GEC Avionics praised the company for its outstanding achievements in exports which were creating "real jobs". The ceremony, at which Pilkington PE's Managing Director, John Arbuthnott, presented the 1,000th optical module for ADD's biggest programme, marked 17 years of subcontract work for GAV by the North Wales company. Picture shows l-r John Spinks, GAV Assistant General Manager, Trevor Jones, Chief Executive of Pilkington PE's Electro-Optical Division, John Arbuthnott, and seated Peter Hearne GAV Director and General Manager with Staff Ellis, GAV Company Design Consultant. The module shown is for the HUD supplied for the General Dynamics F-16C and F-16D fighter. Pilkington PE also supplies optical modules for the great variety of HUD supplied by GAV for the export market.

The efforts of the two companies have made Britain the world's leading manufacturer of head up displays.



(Photo by courtesy of Pilkington PE, Electro-Optical Division, St. Asaph, Clwyd)

GRADUATES' GATHERINGS

New this year have been two get-togethers at which over 250 newly-joined British and Australian graduates, ex TCPs and sponsored students were the guests of Directors and General Managers Peter Hearne and Ron Howard, and company and divisional management. Each evening was devoted to 'Flight Group' or 'Navigation Group' divisions, as well as FARL and CS, the intention being for the guests to have an informal social event to get to know each other and the activities and senior people of their group.

Centred around the Lounge Bar and a buffet

provided by the canteen staff, the events were also exhibitions of the relevant divisions' products and capabilities, and talks were given by each General Manager on the activities and prospects open to the new graduates. Discussions with the many divisional staff further helped everyone to gain a better understanding of the company they had decided to join; it was generally agreed that the evenings were a success, particularly for the opportunity to meet senior managers and engineers in an informal manner.



Some of the guests and hosts enjoying the buffet, with exhibition panels as background.

Presentations in MASD

Two related ceremonies took place in MASD on 2nd October, both connected with the completion of MASD's contract with the RAAF for delivery of the AQS 901 acoustics system for installation on its PC3 Orion Aircraft.

Group Captain Wayne Hall presented a plaque to the Division on behalf of the RAAF Chief of Air Force Materiel. In his speech, Group Captain Hall told assembled members of MASD how pleased the RAAF was with the AQS 901 and how much the co-operation of the Division over the years was appreciated. The plaque, which is a badge of the RAAF, includes the inscription—

"Presented to GEC Avionics in appreciation of a long and successful association on the AQS 901 project for RAAF P3C Aircraft— Oct. 86."



Group Capt. Wayne Hall hands over the plaque to Laurie Hampson (A)

On the same occasion, MASD presented a farewell gift to Squadron Leader Gary Moreland, who was completing his tour as the last incumbent of the post of RAAF Resident Engineer. Squadron Leader Moreland was given an engraved tankard, suitably filled with a can of Fosters Lager, by the Divisional Manager, Laurie Hampson. The Divisional Manager, in his farewell speech, paid tribute to the long-standing and close relationship between Res Eng and MASD staffs and congratulated Squadron Leader Moreland, firstly on his complete recovery from the severe road accident which he suffered 18 months ago and also on the fact that he and his wife were taking home two little Poms, whom they didn't bring with them. The Morelands have acquired two sons since they came to England, both of whom will be eligible to play on either the England or the Australian Test Team.



Gary Moreland (with empty? tankard) with some of his many friends and colleagues in MASD (A)

End of the Canoe Expedition

On 27th September in weather that was in all respects similar to that experienced four months before on the morning they departed on their adventure, Richard Elliott (AS&RD), Bill Taylor, and Mick Wibrew returned "Home" to Gillingham Strand after successfully circumnavigating the British Isles and Ireland.

Initially it was difficult to pick the three out, as they paddled in surrounded by fellow members of Gillingham Canoe Club and many small bunting-covered craft. Richard was surprised to see his father in one of the single seater canoes amongst his friends—Dad thought that he would surprise him and welcome him home in the most fitting manner.

Coming ashore on a quickly ebbing morning tide, looking happy, bronzed and (surprisingly) fatter, the three adventurers were happy to be subjected to a barrage of questions from a TVS camera crew, local and Sunday newspaper cameramen and reporters.

The small crowd that turned out to welcome them on their return not only included their friends, relatives and loved ones, but a personal meeting and congratulations from the Mayor.

Shortly after the initial greetings and interviews Glen Bartle (AS&RD Quality



Homecoming for the three.

Surveyor) stepped forward and handed to Richard a cheque for £200, which is to be distributed between the Bob Champion Cancer Trust and Operation Raleigh, the two charities for which the three were raising money on their travels.

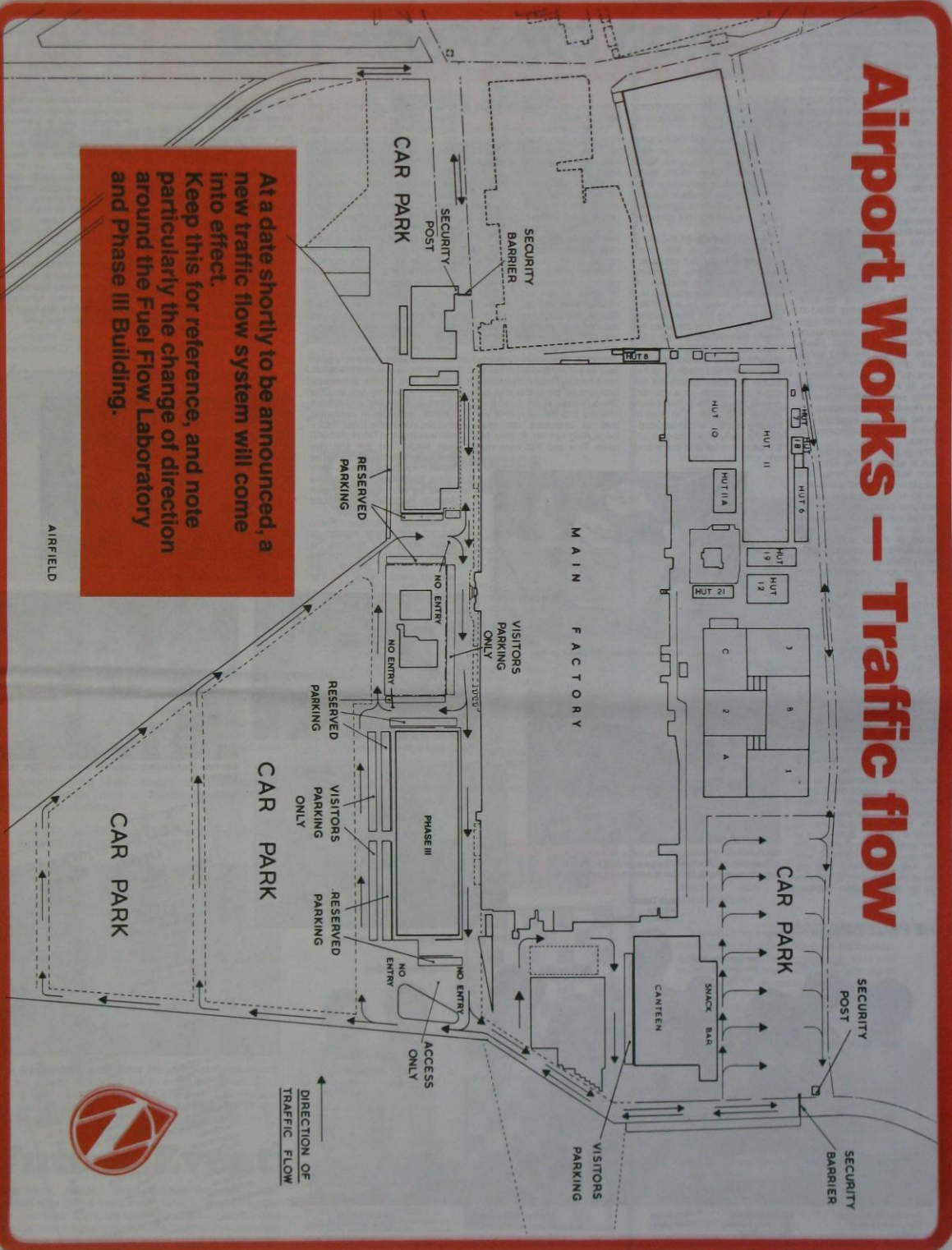
Richard commented that Yes he was glad to finish and Yes it was the longest (and sometimes most uncomfortable) four months of his life.

A week later, with Richard now saying that it seemed no more than a dream, he was resuming work in AS&RD's workshop.



The money raised for the £200 cheque presented by Glen Bartle came largely from a raffle for his specially painted picture of a Kentish scene. The water-colour was won by Brian Ellender, of QA Dept, seen here receiving his prize from Glen. The artist had decided to offer his talent in support of the charities, inspired by the efforts of his colleague Richard and his companions.

Airport Works – Traffic flow



At a date shortly to be announced, a new traffic flow system will come into effect. Keep this for reference, and note particularly the change of direction around the Fuel Flow Laboratory and Phase III Building.



↑
DIRECTION OF
TRAFFIC FLOW

ADD Superjerks 1986

The fifth running of ADD Superjerks took place in October with 34 of the Division's employees taking part. The format was to be the same as previous years but there were a couple of unexpected problems to overcome. With the Garrison track already booked and Deangate track still in a state of limbo, where would the running events take place? After much discussion it was decided to measure two accurate courses in Laker Road and here a rampant Tim Horrell won the 100 metres from Ian Simpson and Geoff Dias. Peter Robinson ran away to win the superjerks mile from Mike Bloore with Steve Coates 3rd.

Mark Butcher and Phil Roberts had bet each other £5.00 that each would beat the other. Going into the rifle shooting Butch was feeling quite safe with a six point lead over Robbo. Coming out he did not feel quite so comfortable having failed to score when Robbo had got megapoints by finishing equal 2nd with Martin Horton. Steve Coates won the shooting with a score of 41. John Keeling's efforts to instruct competitors came to nothing because the scoring was abysmal although Tina Howe did well. Being left handed and right eyed did not prevent her from beating most of the men.

The grunt and groan brigade were in action for the 4th event which was weight lifting. The discipline was benchpress and was to be decided by weight lifted over body weight. Several entrants succeeded with a lift of 205 lb on the bar, the best placed of these was Aussie, Bruce McFarlane in 3rd position. Wimpy Ward's lift of 165 lb on the bar was good enough for 2nd place as this was 28 lb over body weight. The event was won by Paul Davis who pressed 228 lb a lift of 67 lb over body weight. He then became the competitors most perfectly ruptured man and failed to make any further appearances. Robbo now had what seemed to be an almost unassailable lead over Butch who was not in the benchpress and was beginning to appear psyched out.

Next came the Gym Tests at the Garrison Gymnasium. In Superjerks this takes the form of a circuit where a series of obstacles have to be negotiated and a set number of repetitions of certain exercises have to be performed around the gymnasium. With both of them performing like geriatrics in the gym, Robbo just managed to sneak in front of Butch but to their embarrassment they were both beaten by Robbo's wife Pat. Angela Brehony also did well in the gym test which was won by Steve Coates followed

by the Model Shop Megaphone Tim Horrell. Bruce McFarlane was a good third.

At the basketball Bruce was the King, he scored his five baskets in just 42 seconds. Mark Tickner and Alan Ward were each a second behind for 2nd and 3rd place. Graham Bladon suffered a thousand agonies as the ball would just not go in for him.

To many Superjerks the Army Assault Course is the most frightening event but yet again Steve Coates came out best. Horrell made the mistake of accepting time penalties by not remounting when he fell off the rope crossing but Brian Pearce was not given 4 faults when he nearly demolished the 6ft wall.

The three girls all went well but despite Angie's brave attempt not one of them made it up the ropes. The water jumps did not prove too much of a barrier, gravily only got the better of Alan Etches who seemed to revel in making as big a splash as possible. Fat Belly Bowness and Ian Simpson tied for 2nd place and

Butch pulled 9 valuable points back on Robbo.

Steve Coates is a good swimmer and he had already accrued so many points that he would need harpooning to stop him from winning overall. In the Ladies event Angie had finished off her events and could only wait to see if Pat and Tina could gain enough points to go ahead. Robbo had finished all his events and his points tally was now within Butch's striking range. Butch is a reasonable swimmer and was confident of getting the 5th place he needed to draw or 4th which would enable him to just overhaul Robbo. The outcome of this was awaited with no small amount of interest. Martin Horton who has really established himself as the division's champion swimmer was very surprised to be beaten in his heat by Peter Robinson but both would be in the final with Steve Coates. Butch confidently cruised into the semi-final with that all important 4th place beckoning him on. In their final swim Tina and Pat were neck

and neck at the end of the breast-stroke leg, but Pat's slightly stronger crawlstroke saw her just get the touch at the other end to win the Ladies competition overall. And so to the semi-final. Butch was looking decidedly nervous at the start and at the turn what had gone wrong? He looked across to see himself only 3rd and needed to win. He could not make up the deficit and his third place gave him 7th overall in the pool. The fever was in Robbo's pocket. Nobody dared to speak to Butch for half an hour for fear of getting a smack in the gob.

The final was extremely close with Martin Horton very pleased to get his revenge over Peter Robinson but it was that man Coates who got second. Steve Coates was a very good winner on overall classification, on his way to the Superjerks trophy he came 1st in Rifle Shooting, Gym Test and Assault Course, was 2nd in swimming and 3rd in the mile. Peter Robinson was 2nd and Tim Horrell who was leading on the first day eventually finished 3rd. The ladies competition was very close, Pat Roberts beating Tina Howe by just 4.5 points with Angela Brehony just 1 point further behind.

Divisional Manager Robin Sleight had kindly agreed to come along and present the prizes. He said he was surprised that so many people had entered and went on to

congratulate all the participants as well as the winners.

With the formal presentation over, next came the presentation of the "Alternative Superjerks Awards". The first of these was the "Game for a Laugh Trophy" which was awarded to Alan Etches for his frolics in the water jumps on the assault course. This was followed by the Model Shop "Guano Shot Trophy" which is given for the worst performance in the shooting competition. This year it is shared by three people who could not be separated, Mark Butcher, John Chipperfield and Ian Smith who all managed to score zilch. "The Barracuda Prize" (tin of sardines) for worst

performance in the swimming pool was well deserved by Mark Tickner (one member of the so called "Model Shop Mean Machine" in need of a good oiling). The final award is one nobody wants, this is the "Old Boot" and is awarded for the worst overall performance. This year it was decided to award it to Production and in particular to Production Test with the hope that next year they will get training and show the rest how to do it. Thanks are due to many people who have helped, marshalled, judged, timed and generally kept control. Particular mention must be made of Robin Sleight, John Keeling, Maurice Finch, Dave and Joyce Marvell, Colin and Diane Bennett and Zippy Giles, even if he did forget to start the watch for the mile. Thanks are also due to all the competitors and spectators for making the event so enjoyable and worthwhile. We hope to see them all again next year.

James Sebastian Beamey



Right: Pat Roberts (1st Lady); centre: Tina Howe (2nd Lady); Left: Angela Brehony (3rd Lady).



Mike Bloore and Geoff Dias duelling on the assault course.



Tim Horrell (No. 20) winning the 100 metres from Ian Simpson (No. 17), third Geoff Dias (partly hidden), fourth 'Fat Belly' Bowness (No. 8), 6th Mark Butcher (No. 27) just giving up.



Was this Mark Butcher's Waterloo?



Short sighted Pat Roberts takes very careful aim.



Left: Peter Robinson (3rd); Centre: Tim Horrell (2nd); Right: Steve Coates (1st).

THE PRIZEWINNERS



Alan Etches with the 'Game for a Laugh' trophy. Angela Brehony (3rd Lady) holding 'The Old Boot'. Tina Howe (2nd Lady). Tim Horrell (2nd). Overall Winner Steve (Adolph) Coates.

ADD Superjerks 1986 Order of Finish

Position	Name	Department	Points
1.	Steve Coates	Model Shop	143
2.	Peter Robinson	Engineering	123
3.	Tim Horrell	Model Shop	119
4.	Ian Simpson	Engineering	118 1/2
5.	Bruce McFarlane	Calibration	115 1/2
6.	Martin Horton	Inspection	106
7.	Dave Lucas	Engineering	104
8.	Alan Ward	Test	100 1/2
9.	Mike Bloore	Engineering	99 1/2
10.	Tony Edwards	Engineering	91
11.	Dave Bowness	Model Shop	87
12.	Mark Tickner	Plant	81
13.	Andy Fraupel	Inspection	81
14.	Phil Roberts	Model Shop	64
15.	Nigel Seamer	Plant	81
16.	Mark Butcher	Model Shop	79
17.	Geoff Dias	Drawing Office	78 1/2
18.	Ian Smith	Test	77
19.	Alan Etches	Engineering	74 1/2
20.	Brian Pearce	Engineering	71 1/2
21.	Graham Bladon	Engineering	63
22.	Pat Roberts	Fitting	62 1/2
23.	Darren Smith	Engineering	57 1/2
24.	Tina Howe	Drawing Office	56 1/2
25.	Angela Brehony	Engineering	53
26.	Paul Davis	Engineering	52
27.	John Crennell	Quality Assurance	51
28.	Rod Patterson	Calibration	47
29.	Dave Elker	Engineering	44
30.	Paul Goodall	Test	36
31.	Ray Turner	Progress	29
32.	Rob Randas	Progress	9 1/2
	John Chipperfield & Phil Goodswill entered but did not participate	Progress	3
		Progress	1 1/2

Congratulations

Weddings

Robert Medgett, Logistics Technician FCD, and **Kay Lumbar** were married at Holy Trinity Church Larkfield on 27th September. Yes—he used to be in ISD Logistics.

Ian Yates started at Hopewell Drive in 1979, and has been with ISD since 1980, in Tech. Pubs. and Reliability, now as Reliability Technician.

Karen Jordan is secretary to the County Treasurer for KCC in Maidstone. Ian and Karen were married at St. Stephen's Church on 27th September.

Company and County Council again. **Chris Last**, Section Leader Cost and Budget, ISD, married **Lynne Findlay** at St. Cuthberts Church Hall, on 27th September. Lynne works in the KCC Planning Dept. at Springfield.



Tracey Hunter, Contracts Officer CACD, and **Philip Ashton**, Senior Software Engineer CACD, were married at Maidstone Baptist Church. Divisional Manager Keith Snelling gave best wishes from friends and colleagues. (A)

Births

Mark Goodair of ADD Computing Services proudly announces the arrival of a son, **Jamie Aaron**, born at All Saints Hospital on 29th October. His equally proud wife **Sue** was a clerical typist in ADD for 4 years until last August, and takes this opportunity of thanking her old work mates for all their gifts.

29th September is the birthday to remember for **Samantha Louise**, born to **Martin Bradley** of ISD Engineering and **Lillian**.

Also from ISD, Planning Dept., we hear of the arrival of Carla for **Dean** and **Yvette Etherington**.



Lynn Bishenden, seen here receiving congratulations and pile of gifts when she left to await the arrival of her baby, is now the proud mum of Eloise born 4 November. Lynn was secretary to John Spinks and Jerry Fisher after originally starting 2 years ago working for Paul Rayner.

Future Event

Diane Nind, AS&RD Stock Control Supplies Dept., departed after only 6 months with GAV, to prepare for the baby. **Eric West**, Supplies and Project Manager, handed over gifts from the many friends she had made in the short time. Further news is awaited by the proud grandmother-to-be, **Pauline Hayes** of the Canteen.

Avionics Research Laboratory Open Day



The Avionics Research Laboratory at Great Baddow showed off some of its work to members of GEC Avionics and MoD on September 25th and 26th. This exhibit, on Digital Map Compression, is being demonstrated by Paul Crayson to John Welsh, Frank Adams, Dick Collinson and Brian Tolley, all of GEC Avionics.

GEC Avionics Open University Prizes

This year's prizes were handed over by Peter Hearne at a small ceremony in the Board Room. The winners were Timothy Whittle from Surrey, and Christopher Lawson, who lives in City Way.

The £200 prizes are awarded annually to Open University students who have completed degrees in Electronics or an allied subject, and who are recommended by the Open University to have demonstrated excellent course achievement and a high level of personal commitment and motivation. Prize winners need not be employees of GEC Avionics, or any other company. The intention of the prizes is to reward achievement in higher education, in topics which GEC Avionics feel are related to the kind of work the company does. As Mr Hearne said, the scheme is to support better qualified people and encourage excellence.

Timothy Whittle is currently designing and commissioning computer controlled systems for compressor stations, with British Gas, and previously gained BSc at Leicester University, before working for several instrumentation companies. Christopher Lawson has worked in the radar industry, during which time he took HNC with Distinction, then moved into medical electronics—he is now Technical Director with Micro Medical Ltd in Strood. Both our prizewinners attained Distinctions in several subjects during their OU courses.

CHESS PROBLEM

Problem No. 7
White to play
and mate in two moves



Solution to Problem No. 6

BLACK'S TURN TO PROMOTE

Key: Qe8! f8! g8!

- 1. Kd1 2 Qd5 mate
- 1. Kf1 2 Qd5 mate
- 1. Pf1 2 Qd5 mate
- 1. Pg1 2 Qd5 mate
- 1. Ph1 2 Qd5 mate

A similar setting but with a less good key-move was published by Charles Watney in the "Good Companion" folder for 1980. This less well-known version avoids the unprovided check of the original setting, and has a fine retreating key 1 Qe8! to gain access to the diagonal bearing on the Black King. The retreating key is typically problematical: a game player would as likely move in closer to the Black King!

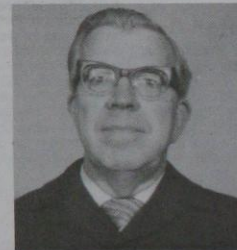


OBITUARIES



Friends and former colleagues were saddened to hear of the death of **Marie Grace Lockyer**, wife of John who is Company Chief Librarian. She had worked for many years in Airborne Display Division's Purchasing Dept., and most recently in Reception; many people were unaware of her long illness.

John received a great number of floral tributes for the funeral, many of which were from groups or people whom he could not identify. Through this column he gives his heartfelt thanks to all who contributed—especially anyone he has been unable to contact personally.



Harry Staff writes:

It is with regret that I record the death in the Molly Wisdom Hospice on 14th October of **Peter Anderson**. Peter joined the Security Staff on 7th March 1983 after working in H.M. Dockyard Medical Department for four years. A cheerful and always willing member of the staff, Peter had worked as a Security Guard in the Company during the period 1967-69. He performed his duties at all company sites but was to be seen more often at New Road and Gads Hill Premises. He was a popular member of the team who took his job seriously. The sympathy of all the Security Staff and Receptionists goes to his widow Marion, daughters Kay and Peta and the grandchildren.

It is with deep regret that AS&RD record the death in August of **Mrs. Barbara Melhuish**.

Barbara joined the company in 1973 and worked in the Library before transferring to the Supplies Department. Although Barbara had suffered periods of bad health, her death was sudden but peaceful.

Workmates made a donation in her memory to the "Special Care Baby Unit" at All Saints Hospital Chatham, this being the personal request of her family.

After a long period of illness the sad news of **Hazel Baker's** death was nevertheless received with shock by her friends and colleagues, who had not been aware that Hazel had been suffering from cancer. Hazel worked in AS&RD Systems Department as a Punch Operator for six years, latterly as Chief Punch Operator.

Hazel's last days were spent in the peace of the Molly Wisdom Hospice. A generous donation was made by AS&RD to the hospice in her memory.

Chariot Race for Charity - PSD ra

On Monday 13th October a cheque for over £2000 was presented to Michael Beeforth, aged 7, by Chris Humphris, Chief Engineer of Powerplant Systems Division.

Michael was the unfortunate victim of a car crash which left him paralysed from the waist downwards. The money had been raised by a select team of PSD Engineers who entered the Whitstable Chariot Race.

The race was organised by Ron Hutchins, a local police officer, to raise money for two charities: the Michael Beeforth Walk Again Fund and the Canterbury Kidney Patients Association. The previous year, around £800 had been raised for charity, and this year Ron was hoping to double that figure. His expectations were far exceeded, as, with the entrance of PSD into the race, this year's total was over £3500.

"PSD Elite"

The Chariot Race itself involved a four-man team, the Chariot, 2½ miles of Whitstable Road and thirteen public houses. The object was for three men to push the chariot, with one man on board, over a distance of



Special Award presentation. From L to R: Jackie, Melvyn, Tommy-Bob, Tim, Chris, Smiler, Michael, Michael's mum, Captain Shag, Shark, Ron, Paul.

two-and-a-half miles, stopping at 13 pubs and drinking a pint at each. Prizes would be awarded for fastest time, most sponsorship money collected, and fancy dress. Consequently, PSD aimed at nothing less than winning the first two of these categories.

An elite team was selected from amongst the large pool of talented individuals who

comprise PSD Engineering. The team's entry was planned with the same sort of precision that was evident in PSD's contract-winning American proposals. The team was split into three areas of responsibility: mechanical design and development, commercial and private sponsorship accumulation, and the training and fitness of the entrants themselves.

F-15 Lookalike

The mechanical design responsibility rested with Mad Melvyn Jones and Smiler Bob Harvey, who used the USAF F-15 Eagle as a model for the chariot. The manufacturing phase pro-

gressed swiftly, with the aid of a couple of borrowed bike frames, a few central heating pipes, and some secondary double glazing film. An early design problem, which came to light during speed trials in the main car park, was the centre of gravity positioning with respect to angular momentum. This problem was solved by the addition of a nose undercarriage with autosteering bearings.

The whole effort was sprayed red and covered with the names of commercial sponsors and proclamations such as "NOT SPONSORED BY SHEPHERD NEAME". When moving at speed, the chariot was overheard to be reminiscent of a Red Arrows flypast.

PSD Squeeze

Fund raising was the department of Mark the Shark Hise-man and Paul Mighty Mouth Mulvanny. Between them, they put the squeeze on every commercial supplier they could think of, and a few they couldn't. Many of the companies were totally unrelated to PSD. The financial involvement became so hectic that it was necessary to recruit PSD's Chief Buyer, Fast Frank Hogan, to the

cause. Said to have more neck than all the giraffes in London Zoo, they raised over £1500 in commercial sponsorship alone. Another £600 was raised through the personal sponsorship of the friends and relatives of PSD Engineering staff, and from PSD Production, FCD and FARL.

Intensive Training

The race team itself consisted of a five-man squad, of which the fittest four were to be picked on the Big Day. The squad was led by Captain Shag Arderton, who put the lads through a vigorous training schedule of exercises, jogging and chariot speed trials. Other members of the squad were Tommy-Bob Rogers and student convicts Jeff Inkpen, Paul Doney and Simon Willis.

Additional training was undertaken at various local hostilities, in the art of imbibing large quantities of ale. These strenuous training sessions were soon expanded to include the whole team and official hangers-on, to build up the team spirit. The squad had every confidence in their fitness, and with the money

THE CHARIOT

The diagrams above show the early design schemes for the PSD Chariot. Whilst adopted with marginal success by the Americans, extensive development testing has culminated in an aerodynamically superior vehicle combining all elements of classical "Da-Vinci mechanics". Initially it was thought that the design would "Take the rest to the cleaners". However the cleaners didn't want the rest and settled for a cup of tea. Stability at all speeds and low bore coefficient are features differentiating the design from "Frog" look-alikes. The non von-Neuman propulsion configuration knocks anything that Ian Botham could have thought of for six!



An early practice session. The Captain, Simon and Jeff about to take the Harry Staff Corner.

Critical Design Review. Note the Fancy Dress.



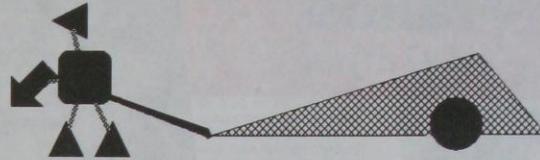
"Believe, I

ise over £2000

GEC AVIONICS



PSD CHARIOT RACE



BELIEVE ATTACK WIN...

...looked firm favourites to pick up the two prizes, the fancy dress aspect of the day before the race, and the mechanical Design team were later informed that a narrower design would have been preferable, avoiding the delays due to friction against moving vehicles. It was even suggested that other competitors, envious of PSD's enterprising approach to the event, had procured vehicles to drive slowly in front of the lads.

The traffic had unfortunately not been stopped for the race, and the Design team were later informed that a narrower design would have been preferable, avoiding the delays due to friction against moving vehicles. It was even suggested that other competitors, envious of PSD's enterprising approach to the event, had procured vehicles to drive slowly in front of the lads.

the evening, PSD were pronounced third, but the lads claimed a moral victory, blaming unfair tactics and poor time keeping for the seconds that kept them from victory.

The event was seen to emphasise the new PSD approach. Under the banner of the motto "Believe, Attack, Win!" the Division showed they could outperform others at play as well as at work.

Special Award

Ron Hutchins, the race organiser, presented the PSD team with a Special Award for the extraordinary effort they had made, when he was invited to GEC Avionics for the ceremonial handing over of the cheque for £2016. At the handing over presentations were Michael Beeforth, his mum Karen, Ron and his family, and the PSD team themselves.

PSD's involvement attracted a wide amount of publicity in the Medway and Whitstable press, and PSD would like to take this opportunity to thank once again all our sponsors, the company, and most of all the staff, friends and relatives of PSD.

Merry Christmas!

THANKS TO OUR SPONSORS

Phoenix Tooling Ltd of Gillingham.
B.O.B. Packaging Ltd of Loose
Isophon Ltd of Gillingham
Industrial Acoustics Company Ltd (IAC) of Staines

Farman Industrial Electronics Ltd of Sittingbourne
Zone Engineering of Gillingham
L.G. Scott Engineering of Gillingham

Vella Wilson Ltd of Canterbury
Green-Barbour Breakmate Ltd of London
Candy Electronic Components of Maidstone

AEI Cables of Gravesend
Electrautom of Aylesford
Thomas Neile, Photographers, of Whitstable

Alroy Sheet Metals Ltd of Stevenage
Klippon Electricals Ltd of Camberley

Riverside Press of Whitstable
Sarat Photographic of Portslade
EEV Lucid of Chelmsford
Click Precision Engineers

Pyle National of Nottingham
GEC Avionics Ltd
Cycleland of Chatham
Tankerton Bar, Whitstable
Geoff Wiles Cycles of Strood

Pickfords Travel
Crest Hotels of Chatham
Swan National of Maidstone

FARL of GEC Avionics, Rochester
FCD of GAv, Rochester
Audio-Visual Dept. of GEC Avionics, Rochester and most of all,

The members of Powerplant Systems Division (PSD) of GEC Avionics, their families and their friends.

Believe, Attack, Win!"

...with team spirit (from earlier that afternoon), the valiant charioteers PSD arrived at the Sailor Seasalter Beach, start was staggeringly appropriate, and the in and his crew set off fast pace. The weeks of training had paid off as Engineers overtook

The whole squad at training outside the Tankerton Arms.



"Attack, Win!" Poetry in motion.



"Moral victory": The team (& sub) after 2 1/2 miles and 13 pints. Simon, Paul, Tom, Alan & John

www.rochesteravionicarchives.co.uk

The Alternative Tour de France (ADD Style)

Now that the days are short and the weather is cold and miserable it is nice to look back on those long hot balmy days of summer that we all so much enjoy. This is a tale of a hot August day and of three men and their bikes. Jim and Mike were talking of a day trip to France on bicycles. "I've got panniers" said Mike "So I can carry the stores and since you've been before you know the way, all we need now is someone who knows a bit of the language to get us by". The choice was Wardy or Avey, a difficult choice by any standards so a coin was flipped and Wardy came up trumps. Jim and Mike put the proposition to Wardy who immediately rang up his wife to see if she would let him go. "OK" she said "but they musn't pinch your sweets or your dinner money and you musn't come home dirty". Wardy was like a dog with two tails. "There's only one problem" he said. "I haven't got a bike". The next thing we heard was that Avey had somehow found out and he was livid that he hadn't been invited.

The day arrived and we had agreed to meet at Jim's house at the crack of dawn. Wardy had arrived but there was no sign of Mike. "Let's go to the station" said Wardy, "he may be there". On the way to the station was the first catastrophe, Wardy's rear brake cable had snapped. With seconds to spare, Mike, with matchsticks to keep his eyes open, roared around the corner and onto the early train we scrambled. Off again at Dover, race around to the Hoverport, get tickets, smile at passport man and onto the hovercraft before the cars. We sat at the front thinking we could look out of the window. The engines started and then stopped and a man with overalls and a spanner climbed up a ladder to do a fix. Ten minutes later and we were off, the spray covers the windows and we can't see a thing.

At 9.00 am French time we are cycling into Calais and the sun is rising into a cloudless sky. Led by Jim Beaney the former racer with stripped down machine, followed by professional tourist Mike Bloore with panniers and a rear view mirror on the wrong side. One hundred yards behind was old hack Wardy on borrowed bike with broken brake cable and buckled wheel. Any ideas we

had of discovering huge mineral wealth or a major geological feature or of introducing Christianity to the natives were soon dispelled. It appeared that a form of civilisation already existed and this was borne out by the fact that the first shop found open was a bike shop. Wardy bought a brake cable and Mike purchased a racing cap. This made him look not a little unlike Tommy Simpson, but that was where the similarity ended.

Outside the Hotel De Ville the three intrepid explorers decided to head south towards the Forest of Guines, a local French beauty spot. The road to Guines was straight and flat with a canal by its side where dragonflies were displaying. Mike said they were trying to escape Wardy's sweat. Wardy was the obligatory 100 yards behind and failing to keep up swearing blind that he was slip streaming.

We found Guines was typically French, a small village spending its time lazing on the side of a hill. It was time for Wardy to do his bit as we needed some food. A bar was found and Wardy confidently approached the young lady who was serving.



Alan Ward and Mike Bloore somewhere in Picardy



The wanderers at Cap Gris-Nez with the White Cliffs of Dover just visible in the background, the only blade of corn left in the field is doing its best to hide Wardy's face.

"Pardon Madam, avez vous a cuppa?" "Leave orf mate" she replied, "I speak English better than you speak Frog, what are you having?". Wardy looked suitably put down and politely asked for three ham sandwiches and three cups of coffee. Some supplies were bought in the local co-op but before the journey continued it was time to strip down to shorts and Tee shirt.

Now the roads began to get nasty, although pleasantly quiet, not a car about, the terrain was rising steadily and legs were beginning to ache. At the top of the hill Wardy needed to stop for a fag.

Mike and Jim bided their time until the old man had recovered and was ready to continue. And so into the Forest which was truly beautiful. The welcome dappled shade made for cooler going until eventually the road stopped, the forest finished and a trackway continued upwards between two cornfields. This was an excuse to get off and push and also to remove shirts for some sunbathing.

The day was punctuated by stopping in all available bars and waiting for Wardy to

finish yet another fag. The route was circular and later headed towards the coast. The terrain in this part of France corresponds with that of our own downland so quite a lot of climbing was called for. The top of one of these climbs was at Cap Gris-Nez and commanded an impressive view made glorious by the deep blue skies, the golden corn and the lush green of the trees. But now there was no time left to look around, the hovercraft was waiting in Calais. The undulating coastal road through Wissant made for hard work and the view over the penultimate climb was one of horror. The ascent of Cap Blanc-Nez was waiting to inflict its pain into the cyclists legs. Once over the Cap the going was easier, either downhill or flat all the way to Calais where time was found to sit in yet another bar and discuss the merits of the day.

With the sun going down over the English Channel the time had come to make way to the hovercraft. While racing around the port there came a plaintive cry from behind, it was Wardy. "Hold on Lads" he shouted, "I've broke me front brake cable".

Jim Beaney

Annual Review of Activities

'...into 1987'

All GAv employees should by now have received a copy of this year's Annual Review.

If not, Divisional and Departmental Admin Officers should be able to help.

Any reader not now employed at Rochester who would like a copy, please contact Editor, GAv News.

SCADC Programme Gathers Pace

While SCADC production gets into its stride, with some two hundred units delivered by the end of November, ISD continues to receive large teams from both the USAF and the USN to review and progress all customer aspects of the SCADC programme. In November a group of 40 assembled at Rochester for ten days of meetings and sessions

which included final approval of the F-111 Air Data Configuration, a Reliability performance session, and a Programme Management Review. Heading up the team was Colonel Jim D'Entremont, USAF, from Wright Patterson Air Force Base, who has overall responsibility for the SCADC programme.



Barry Woods, a test technician, demonstrates a test procedure to Colonel Jim D'Entremont.



Quality Assurance engineers Jim Tomlin and Neil Wolford 'buying off' SCADC units.

The AA "Guide to Trouble Free Travelling in Europe" describes the ascent of the Matterhorn by the Hornli ridge to be "as easy as falling off a log." The Matterhorn is 4473 metres high (14,800 ft) and is a marvellous steep pyramid of rock completely isolated from the surrounding mountains. Two years ago, during a walking holiday in Switzerland, I saw this beautiful and magnificent mountain for the first time. Seeing it from Zermatt, one cannot fail to be impressed by its power.

My wife and I have walked/scrambled up to the tops of some of the highest hills in England, Scotland and Wales. The snow line, however, has been our limit and I considered the summit of the Matterhorn to be way beyond my capabilities. But in the winter of 84/85 the phrase in the AA guide kept recurring in my mind and it became a challenge I could not resist.

In 1985 we went to Chamonix to look at Mont Blanc and marvelled at the skill and courage of the climbers on the Chamonix Aiguilles but the climb of Mont Blanc is described as "a long trudge through the snow" and had not the attraction of the Matterhorn. So, in late 1985 I decided to climb the Matterhorn.

Advice taken from the experts at work was encouraging. Ray Dennis said "you can do it" and then gave me a dozen hints which showed how much I had to learn. Len Martin was helpful and gave me information on British Mountaineering Council courses. Rod James was equally confident of my chances of success, mainly by comparison with the real experts who were going to climb the Eiger.

The books all say that one must be reasonably fit and have a good head for heights. Jogging keeps me fit but I tend to be apprehensive on exposed positions at height. I did a few days rock climbing in Wales and the Peak District 30 years ago so I decided to go on a BMC course to brush up my technique. Unfortunately the only convenient course was fully booked and apart from a day's casual rock climbing near Sheffield, I did not get any more practice.

In August 1986 we drove to Zermatt in Switzerland equipped with all the gear ready to attempt the ascent of the Matterhorn. The view from our hotel room was of the Matterhorn's North and East faces, so each morning there was the reminder of the challenge to come.

The only safe way for an inexperienced climber to ascend the Matterhorn is to hire a professional guide. Whilst expensive, it does provide an extra

order of safety and turns a hazardous climb into a practical proposition. The guide's office in Zermatt is manned by a frank and astute man who each day has to assess whether the hopefuls might make it to the top and back again safely.

He was rather sceptical of my abilities, both my physical fitness and my technique and so he advised me to go away and get acclimatised by going up the Mettelhorn and by climbing to one or more of the mountain huts.

For six days we walked up and on the hills around Zermatt and enjoyed the magnificent views of the Matterhorn, the Monta Rosa, the Weisshorn, etc.

Gradually we became acclimatised to the height whilst the snow, which had prevented anyone climbing the Matterhorn, melted. An attempt to walk to the hut at the foot of the Matterhorn was frustrated by ice on the path but apart from a couple of blisters we were in good shape.

Finally, on Monday, 1st September 1986, the man in the guide's office gave the go ahead. A guide (Pius Schnydrig) was booked for Wednesday, 3rd September. Next, a visit to the local sports shops to buy a torch and hire a set of crampons. (Crampons are frames of metal spikes which fit to the soles of the climbing boots to improve grip on snow and ice.)

The adrenalin began to run as the time to go approached. For months I had read about Whymper's first successful ascent of the mountain in July 1865 and the loss of 4 lives on the descent. I went to see a film of a climb of the Matterhorn in a Zermatt cinema to get a sense of perspective; included in the film was a real life clip of two amateurs losing their footing and falling to their deaths on the glacier below.

However, the walk to the hut started the action and the apprehension disappeared. The hut is 2 hours' walk above the Schwarzsee cable station and in beautiful weather I walked up with two Americans who had travelled across to Europe specifically to climb the Matterhorn.

The hut is an experience. It is similar to an old fashioned English Youth Hostel.

"AS EASY AS FALLING OFF A LOG"

Gordon Belcher, Group Technical Manager formerly in CACD and its predecessors, enjoys not only sailing as we read earlier this summer, but has also for many years walked the fells and the mountains. Here is his account of a 'scramble' undertaken this summer. As he says—maybe this will encourage more of us!

The cooking is similar, plain but substantial the sleeping arrangements are similar, with some 8 men in a room. Toilet facilities are primitive; no water for washing and a single "loo" which was not working and seemed to be a pipe out of the mountain. Outside the wind blew and and the temperature was below freezing. Only 2 ropes, out of 8 had made it to the summit that day, the rest had been defeated by sleet.

There were some 12 hopefuls in the hut, the Americans I had walked up with, another American and his wife, a rather elderly Irish couple who were dubious about their chances, a German who had met 4 days earlier who got frostbite in his fingers whilst climbing the Monta Rosa 2 days earlier, a Japanese, a New Zealander who had come across specifically to climb the Matterhorn,

an Englishman from Bentalls in Tunbridge Wells who had been in the Royal Engineers at Maidstone and a couple of Germans I did not meet.

After the evening meal we met the guides. Pius could not speak English and my German was very poor but he immediately gave me confidence as he sorted out my gear and demonstrated his down to earth approach.

By 9 pm everyone had gone to bed. It took me an hour to get to sleep whilst others did not sleep at all. At 5 am we were woken and had a very quick breakfast. By 5.30 am Pius and I had roped together and were climbing. For the first hour it was dark and we climbed using torches. At first, most of the rock was free from snow and ice so the crampons were not worn but it was hard work. We had been advised not to wear pullovers or windproofs. It was good advice and I never felt the cold all the way to the top. The weather was superb, no wind and not a cloud in the sky.

The climbing proved to be harder than I expected, 4 hours of fairly 'easy standard' rock climbing with some fixed ropes.

Sometimes the rock was dry, sometimes covered by snow. Most of the time Pius and I climbed simultaneously but at the more difficult parts he climbed, belayed and then guarded as I climbed. After 2 hours we had a short break at the Solvay hut (4000m). A little way above the hut, crampons were fitted which I soon discovered are fine on snow but make rock climbing more difficult.

All the way up I was short of breath partly due to bad techniques, partly due to altitude. Pius kept telling me "slowly, slowly" but I am used to climbing with big steps on big holds. Using Pius's technique of short steps on small holds made it difficult to find good foot holds. Very near the top climbing became easier and the first two parties passed us on the way down.

Finally we made it on to the very narrow summit ridge some 2 feet wide and 25 yards long.

Pius and I posed for photographs and waved to a helicopter which was taking tourists to look at the peaks.

This was the supreme moment, a vast and beautiful panorama, perfect weather, a sense of triumph and a feeling of relaxed physical wellbeing. It lasted only a few minutes before we had to start the descent.

Going down is more difficult than going up. I did not slip at all going up, but going down I lost my footing several times as the snow disappeared under my feet. Pius was great, after I had slipped a foot, the rope tightened and I stopped. (When climbing down the client goes first, with the guide following.) Pius had three words to tell me what to do: "left", "right", "direct". With these words he persuaded me towards innumerable voids, but each time a route appeared at the last step.

As the morning wore on my strength reduced and progress became more difficult. I had made a very big mistake. By failing to take sufficient liquid I had dehydrated and my strength had been sapped in the way it does with marathon runners. Pius spotted this and by giving me some of his hot sweet tea, my condition improved and as the height decreased so my strength returned.

After 4 hours of intense concentration we reached the final pitch. Here we waited until the American woman got down. She had been up above the Solvay hut but had been going too slowly to get to the top and down again before conditions became too difficult as the snow melted.

At 1.15 pm I was back in the hut drinking a large beer and feeling like a king. At least six of us had made it to the summit and everyone was exhilarated. Outside on the sun terrace, the hill walkers admired the views and complained about the quality of the food but inside the clients enthused and the guides relaxed, preparing themselves for another day and another set of amateurs. Two hours later I was back in Zermatt, returning the crampons and getting back to normality.

For me it was far from "as easy as falling off a log" but it was worth every joule of energy and every Swiss Franc.

Now I have heard that the west ridge of the Eiger is not too bad. I wonder if...?



25 Years' Service

Malcolm Moulton, Company Information Executive, did not need to authorise another Press Release to relate the story of his 25 years; many of the host of friends and colleagues with whom he has worked during that time were there to see Bill Alexander give his congratulations and a set of crystal glassware, and hear from Malcolm himself the story of his career. This started at Borehamwood, as Systems Engineer, and he spent many happy days in TACD on blind landing systems and autopilots for many of our important civil aircraft projects, still flying! A spell as Project Manager led towards appointment as TACD's first Sales Manager, later to include MACD in the first FCD, and then a move to the new-fledged PSD.

The move towards his present post was Jack Pateman's choice of Malcolm as Press Executive to Maurice Needham, and later on Malcolm was appointed to report direct to Mr. Pateman in his present post—and now to Mr. Alexander. In the early days he worked solo, but now he has a team working for him, Company Press Office, AV Unit, Marketing Information and yours truly.

Malcolm Moulton received his presentation from Bill Alexander. (A)



Ralph Bates, (left), GAV Cost Controller, and Ed Hawley, Staff Financial Executive, who made Ralph's presentation, agreed that they had both been looking after the company's money since the very early days. Previously in the RAF and with Plessey, Ralph came to Rochester when the Towers were being built, and was the first Cost and Budget Officer trained in the company. Later he was Comptroller in MACD and for some years now has been in the corporate post he now holds. (A)



Roger Mayhew, Project Leader, served his apprenticeship with the company and worked for a short time as a draughtsman in FID, followed by eighteen years with ATED before transferring to AS&RD in February 1985.

Whilst presenting Roger with a carriage clock Bob Bower said that Roger was possibly the only person to come under fire from an "enemy" whilst engaged on company business.

Roger was at the time working in the USA on the SSE project, and a colleague managed to hitch a 'ride' home for them both in a USAF plane. However the USAF plane flew across Vietnam and Roger was somewhat alarmed when the aircraft came under enemy fire.

Next time, he said, he would travel Club Class. Here he is, with wife Sue and Bob Bower. (B)



Bill Letley joined the Company in 1961 after a period of 9 years in the Royal Navy, in which he served as a Chief Radio Electrical Artificer working on the naval Seaslug missile.

He became a Service Engineer in AS&RD with the Blue Steel missile and Inertial Navigation System. After five years he joined the Nimrod Support Team at HSA Woodford and introduced the system at RAF St. Mawgan in 1968. He went to RAF Luqa in 1969 when the Nimrod Squadron was detached, and it was at this time that Mintoft decided to sever connections with the British Forces. Bill went to Sigonella, Sicily, where the Squadron operated out of tents for three months (including a Representatives' tent!).

As a Senior Technical Representative he was the Team Leader at RAF Lossiemouth supporting the Jaguar NAVWASS System for three years, until 1976 when he left the Field Service life for domestic reasons. Soon after, Bill was promoted to Deputy Quality Assurance Manager at the time that Stan Bailey was undergoing a period of prolonged illness, and remained in that position until early 1984, when, on Stan's retirement, he was made Quality Assurance Manager, the position which he now holds.

Bill, in the Company of his wife Jean, was presented with a clock by Mike Barton, the Divisional Manager.

In this picture, Bill is at the receiving end this time. (A)



Graham Brooks was presented with a silver service set on 12 September. Graham is currently a Tester with GSD, he started off as an 'Elliott' apprentice and then worked in MACD, IND and GSD on test. Off duty, he is now taking up photography and likes watching wrestling. (A)



John Hayhow, Planning Engineer in CACD, is seen here with wife Lella, Confidential Secretary on the '4th floor', and daughter Faith Cannon who works in ADD's Cost and Budget Department. John had just received his Long Service Award from Divisional Manager Keith Snelling; most of his time here has been in Inspection and Planning, in IND, FCD, and his present Division. Before joining, John had been in the RAF and Shorts, including some time on instruction duties. His electrical experience there may have led to his present interest in model railways—the loft is full of them. (A)



Divisional Manager Keith Snelling complimented Principal Engineer **John Pointer** on his 25 years within the Divisions which have now become CACD, when he handed over John's presentation barometer. John has been involved with all the important military flight control systems since the days of TSR2, including the first digital autopilots. Presently he is working on the T-45A system for the US Navy.

Many will also remember John as a formidable middle-distance runner. (A)



Bill Guscott joined as a Company Apprentice in 1961 and was transferred to Aviation Service and Repair Division where he has spent the whole of his working life. In 1966 he was made an Inspector and served in that capacity until the introduction of the Quality Technician Scheme; in 1973 he was one of the Division's first quality Technicians. Having decided to leave his tools and take up a more responsible role on the Quality Assurance side of the Division, he applied for, and was accepted as, a Quality Assurance Surveyor in 1985, the position which he now holds.

Bill takes a very active part in the Divisional Social Club and has organised many functions and activities for the benefit of its members, as well as raising funds to ensure their great success.

Bill's chosen gift was an eight day clock which was presented by Bill Letley, Quality Assurance Manager (B)



Ray Huntley, Project Leader in FCD, has spent all his time since starting in Aviation Division on the Lightning project, in the MACD/FCD areas which now form FCD. Firstly as TA then after a very short time becoming Engineer, Ray has made his contributions to P1127 (Harrier), C5A, Sea Vixen, Tornado, Falconet, and lately Phoenix. Ray, pictured here with his wife Judy, says his interests are all to do with aircraft—he is in the company flying scheme and also flies radio-controlled models. (B)



It is far from usual to have a presentation, as in **Peter Gosling's** case, where the recipient has stayed within the same Division for a continuous 25 years.

Peter began with the Division 25 years ago, as an apprentice in September 1961, and has over the years taken nine steps up the ladder, to become in 1979 a Project Leader with AS&RD.

Peter, whose out of work interests include writing programmes for his own computer, amateur radio and photography, was presented with a carriage clock by Bob Bower, with his wife Joy to share 'the celebration.' (B)



Rod Pearson joined MACD in 1961 working on TSR2, and moved to IND in 1965 as a Systems Engineer and was a key figure in the Jaguar Inertial Platform design. After initial work on the Nimrod E3 Platform he helped the Jaguar Platform through to Production testing, a rather traumatic phase, and was involved subsequently in some smaller systems tasks including Inertial Strapdown IN Studies before taking responsibility for the CTS flight platform design. Again he followed this through to operational use. From then Rod has been involved in most major systems activities in the division including TRN and all strapdown associated work. He is now deeply involved in basic principles of the START gyro design.

In IND he met his wife Mandy, who was the Chief Programmer, whilst working on CTS—she was his technical boss. They have 2 children. Hobbies are camping and good films. Bob Ruggles made the presentation. (A)



George Hine joined the Company in 1961 after a varied life designing and repairing test equipment with one of our local major sub-contractors. He was originally a Tester in MACD, promoted to Electrical Tester in 1964.

George joined Aviation Service and Repair Division in 1966 as a Technical Assistant, rapidly rising to Section Engineer, Project Engineer until in 1973 he was promoted to Section Leader. Deciding to leave Engineering and join the opposition, he became a member of the Quality Assurance Department in 1975 as a Senior Quality Assurance Engineer, and now holds the position of Senior Engineer in charge of the Section.

George was presented with a silver plated tea and coffee service by Bill Letley, AS&RD's Quality Assurance Manager. (B)



'Roy' Bell, Principal QA Engineer in ATED, came to Elliotts from RAE Bedford, firstly at Borehamwood with IND as a TA, then he came to Rochester after moving into the Test Equipment Division. By the end of various amalgamations and separations resulting in the present ADD and ATED, Roy was with ATED and when their QA Department was formed in 1972 he became Senior QA Engineer, having been Senior Commissioning Engineer since 1968. Remarkably, half of Roy's service has been with the Tornado project, and he spends leisure time from that on beer-making and coarse fishing. He received his presentation clock from Divisional Manager Arthur Colwell. (B)



Eric Bassett joined in 1961 in Transport Department, initially as a driver then later in a clerical capacity. He has been in TACD and its successors since 1964, first as DO Technical Clerk, where his principal task was Modifications Secretary, especially on VC10 and BAC111. Eric joined the PDS section as PAO in 1978, mainly controlling Jindivik and DN181 contracts, and when the division split again he went with FCD, on Lynx and Jindivik Mk 4. Divisional Manager Brian Tucker handed over Eric's watch, in the presence of colleagues as well as his daughter Sandie who works in Wages Department. (B)



Brian Hanson, Senior Project Engineer in ADD has taken time from his cricketing career to spend 25 years at Airport Works. From his original job as TA in IND, Brian went to ADD in 1977 and has been involved since with many programmes, now stretching into the future. Brian is seen here with his wife Daphne after receiving his Barometer from Divisional Manager Robin Sleight. (B)



Clive Sherrod, originally a Dockyard apprentice, joined the former AEID and spent some time working on fuel flow systems. After the division merged to become ISD, Clive moved onto Digital Air Data Systems, and after a long spell on Tornado SMS moved back to support the marketing activities on air data systems. More recently, Clive has been leading the division's work on an RAE study contract into Aircraft Escape Systems, as Project Manager in this new potential business for Ejection Sequencers.

Here Clive receives a set of crystal glassware from Divisional Manager John Colston. (A)



Brian Blakiston joined the company in September 1961 as an apprentice. Following the completion of his apprenticeship he worked in MACD, FCD and ATED before returning to AS&RD in 1976 as a Section Leader.

Now a Project Leader, Brian was presented with a carriage clock by Bob Bower, Technical Manager, on behalf of the company; Brian's wife Barbara holds the LSA Certificate. (B)



25 years' service

continued on page 14

25 years' service

continued from page 13

Connie Winter was presented with a gold watch by Bob Ruggles on 10 October. Connie is currently employed as a TA in GSD but joined the company as a Wireperson after leaving the wiring school. Her roles in IND, Fuze, IND and GSD have been many and varied; currently she is working on Digital Colour Maps. (A)



Agnes Hughes, GSD Stores, tells us: "I joined IN Division in 1961 as a Wirewoman for about two and a half years. I transferred to MACD and did Cableforms for a few years. I then transferred again, back to IN on Cableforms and I now work in the Stores and do Goods Inwards work, in GSD."

I had a trade as a Shirts Machinist before I left Scotland to get married and live in Chatham. My husband was made redundant three years ago from the Dockyard.

I have one daughter who works for Aviation Insurance and is married to a Company Director and they live in Blackheath. I like machining in my spare time."

Bob Ruggles presented Agnes with a wrist watch. (A)



Leslie Woodhouse was presented with a watch by Divisional Manager Bob Ruggles. Les joined IND in 1961 as a TA after 12 years service in the Royal Navy. He is currently the Project Leader for the Digital Colour Map Unit and has in the past 25 years been involved in diverse projects such as Blue Steel, Jaguar and NCS1 and several one-off projects. Here Leslie is seen with his wife, Jean. (B)



We are overwhelmed with the number of 25-year service presentations awaiting reporting at present and have run out of space—apologies to anyone who has not yet been mentioned. We hope to catch up in our next issue.

ED.

Retirements



Many people have cause to be grateful to **Ray Hird**, who retired on 26th September. For the 12 years he has worked for the Company he has been a timeclerk, doing his bit to ensure his workmates got paid on time.

Chief Accountant Brian Handley presented Ray with a clock on behalf of his colleagues, which should help to decorate the retirement home in Strood to which Ray and his wife have just moved. (B)



Len Oliver, Buyer in ATED, joined the Company in 1969. He worked for ADD and Gyro before joining ATED in 1974. Len is a very keen sportsman, playing for Gillingham Football Club in his younger days, and has taken up Golf and Bowls in the latter years.

Now Len and his wife are taking a trip of a life time to New Zealand to see old friends. To help his packing, he received a gift from colleagues, presented by Production Manager Alex Castle. (A)



Ted Wood (A)



Norman Nicholls (B)

CMS Manager Peter Burrows gave the company's thanks and best wishes to two of his staff who retired recently.

Ted Wood retired after eleven years in CMS Paint Shop as a Sprayer and Signwriter, and **Norman Nicholls** started work at Swift and Swallow, then he was made redundant and came to work at Elliotts as nightworker on Bench Section. He was made Foreman of Bench Section on the commencement of C. M. S. and has served a total of 37 years with the company.



THE GOLDING DYNASTY

On the occasion of the recent retirement of **Joan Golding**, ISD DO Library, *GA* News Correspondent, a gathering of some of her relations who work here came to the presentation of gifts by John Colston.

Joan has been in ISD for 12 years, and has seen the Engineering Dept grow from 1 to 300. She is in fact still there herself, having immediately re-started on the temporary pool!

In the picture (l-r) are:

Joe Stokes, Inspector in ADD, Son-in-law; **Gerry Stokes**, Surgery, Daughter; **David Golding**, Design Draughtsman MASD, Son; **Joan**, Ann Smith, Quality Assurance ATED, Daughter; **Sid Golding**, Project Admin CACD, Husband.

Others not present include **Mel Jones**, Engineering PSD, Nephew; **Kay Smith**, just retired from AS&RD, Ann's mother-in-law; **Beverley**, David's wife, previously Secretary in ISD Engineering who has just had her baby; and a host of in-laws, etc.

The Editor would be interested to hear from any other family who believe they have so many working here! (B)

'Charlie' Mitchell phoned to say that in his 'report', last issue, we should have said he retired after 39 years with the company. The Editor has not kept the piece of paper from which he was working and apologises for the misinformation given.



Sports and Social Club round up

GAV/BP "Comets" Squad News

Medway Gala Results

Five Squad swimmers gained medals at the final 1986 "Medway" event which was held at the Black Lion Pool on Saturday 11th October.

Our boys (14/15 years) relay team consisting of Richard Carpenter, Mathew Carpenter, Andrew Terry and Richard Johnson were placed second in the Jim Parnell relay event and Richard Jibb gained an individual silver medal for second place in the 12 year age group breast stroke event.

Medway Colours

As a result of performances at Medway Galas during 1986 three Squad swimmers were selected for the Medway team which competed in a Triangular Gala on Saturday 25th October against visiting teams from East Invicta (East Kent) and Orion (Birmingham).

Four children from Orion were hosted overnight by GAV Club members after the Gala at the Black Lion and the Disco which followed.

Congratulations to Mathew Carpenter, Richard Jibb and Robert Tyler who were all awarded their "Medway Colours" for this swim.

Annual Gala/Splash & Disco

The Swimming Section invite children of all Social Club members to a Swimming Gala, Splash and Disco to be held at the GAV/BP Club Pool on Saturday 3rd January 1987.

A party tea will be provided and Father Christmas is expected to present a small gift to all Gala & Splash entrants.

The Gala will start at 2.30 (report at 2 pm) and the Splash (for children who cannot swim more than one width of the pool) will start at 3.30 pm. The tea and prize giving will be held in the Ballroom from 5.30 pm with the Disco from 7 pm.

Children's Annual Gala/Splash & Disco

on Saturday 3rd January 1987
Heats 2.30 pm; Splash 3.30 pm; Finals 4 pm

Please enter my child in the following events:

Breaststroke Backstroke
Freestyle Splash (one width)

Child's surname _____

Christian Name _____

Date of Birth _____ Club No. _____

Signed _____

Date _____ (Parent/Guardian)

Address _____

Tel. No. _____

Please send entry forms to Dave Jibb ADD 3907, or Cyril Moffett, PSD 3926.

Adult Awards S.T.A. Distance Awards

Name	Distance (Metres)
Lisa Strike	3,000
Mandy Atkinson	2,000
Alan Strike	1,500
Shirley Atkinson	1,500
Henry Redgewell	200
Phylis Stevens	100
Adarash Sandhu	50
Ivy Redgewell	25
Joan Costello	25
Barry Whitmore	25
Valerie Whitmore	25
Dave Addeley	25
Elizabeth Read	10
Tracey Read	10
Sheila Watts	10
Maheesh Mistry	10
Wendy Hurlock	5

S.T.A. Adult Achievement Award

Silver Standard
Phylis Stevens
Henry Redgewell

A.S.A. Swimming Challenge Award

Bronze Standard
Alan Strike
Shirley Atkinson

Life Saving & Personal Survival R.L.S.S. Water Safety Award

Pat Strike	Cyril Moffett
Alan Strike	Sarah Moffett
Lisa Strike	Gavin Baran
Mandy Atkinson	Josephine Baran
Shirley Atkinson	Alexander Jibb

R.L.S.S. Aquanaut Awards 1 to 4

Name	Grade
Alan Strike	1, 2, 3 & 4
Shirley Atkinson	1, 2, 3 & 4
Sarah Moffett	1, 2, 3 & 4
Gavin Baran	1, 2, 3 & 4
Josephine Baran	1, 2, 3 & 4
Alexander Jibb	1, 2, 3 & 4
Lisa Strike	1 & 2
Mandy Jackson	1 & 2
Pat Strike	1

R.L.S.S. Safe Swimmer

Grade 1
Alan Strike

R.L.S.S. Basic Resuscitation

Alan Strike	Shirley Atkinson
Pat Strike	Mandy Atkinson
Lisa Strike	Cyril Moffett

Adult Lessons

The next course of Adult Lessons start in January 1987. Any club members or their spouses wishing to take part contact Cyril Moffett Works Tel. Ext. 3926, Home Medway 48707. Principal Teacher: Mrs. Denise Dutton.

Fees

Annual Subs £4.00 per year per family. Lessons—Beginners £5.00 for a course of 12 lessons of 1 hour duration. Lessons are held at the club pool on Mondays commencing 8.15 pm.

Mother & Baby Classes

We have a few vacancies for our Mother & Baby Classes held on a Thursday evening commencing 5.15 pm. For teaching purposes a baby is a child under 5 years of age. A parent must accompany the child in the water. Teacher: Mrs Denise Dutton.

Contact Cyril Moffett Works Ext. 3926, Home Medway 48707.

Fees

Annual Subs £4.00 per year per family. Lessons—a single payment of £3.00 per family for as long as it takes them to swim or move up into the Beginners Class.

A.S.A. Fish Badges

Name	Age	Distance (Metres)
Sarah Moffett	10	5,000
Sophie Baran	11	5,000
Steven Michie	11	4,000
Martyn Judges	11	3,000
Steven Jamieson	7	1,500
Emma Snelling	10	1,000
Jane Maxey	9	1,000
Sarah Michie	10	1,000
Sophie Baran	8	800
Helen Maxey	10	800
Carrie Davis	9	400
Ian Snelling	8	400
Kaye Snelling	9	400
Christopher Barton	12	400
Danielle Harvey	10	400
Emma Harvey	8	200
Anna Maxey	5	100
Michael Harvey	7	50
Heleen Barton	9	25

A.S.A. Water Skills Award (Grades 1 to 6)

Name	Age	Grade
Gavin Baran	9	4
Carrie Davis	9	2
Danielle Harvey	9	2
Emma Harvey	8	2
Michael Harvey	7	2

S.T.A. Teddy Bear Award

Name	Age
Emma Price	4

REAPER CLUB

New members continue to join our ranks, which we are glad to note. Not only is membership a means of keeping in touch with each other, and the company, but it also enables members to have a rendezvous away from the four walls of home, and takes one out for four hours.

The October entertainment turned out to be an evening of "Nostalgia", when former members of the Shorts Concert Party, still in the business came together to give us an even-

ing to remember, and to be able to recall the service rendered by many people to relieve the boredom, isolation and difficulties of being in the front line. It was great to be able to welcome former co-workers, in a role which revealed hidden talent. Names were taken for the Annual Dinner at the Christmas Meeting. We are looking forward to a really super evening, and also to once again enjoying the GEC-Avionics Concert Brass Band, as they entertain us in November.



Club-House attractions

DECEMBER

DANCE
at the
GAV/BP CLUB
to the
"KLB SOUND"
on SATURDAY
20 DECEMBER
7.45—11.45 pm
(Bar closes
11.30pm)
FREE

CHRISTMAS EVE DANCE

with
"MISTY"
GAV/BP CLUB
WEDNESDAY
24 DECEMBER
7.45—11.45 pm
(Bar closes
11.30 pm)
FREE

ANGLING SECTION DISCO

with
"Planet 9 Roadshow"
Saturday
27 December

NEW YEAR'S EVE

at
GAV/BP KENT CLUB
DISCOTHEQUE 7-8pm
AND DANCING TO
"PEBBLE MILL"
8.15—12.15 a.m.
Members Free
Guest Tickets £2 each
(written applications
to Club Secretary)

JANUARY

Saturday 3 January
SWIMMING SECTION GALA and DISCO
See inside—
Section Report

BALLROOM CLOSED
For Redecoration
5—16 January incl.

NEW YEAR DANCE

with
"SPIRAL"
Saturday 17 January

BARN DANCE

Saturday 31 January
"JEZREELS"

CHRISTMAS ARRANGEMENTS

CHRISTMAS EVE and NEW YEAR'S EVE
CLUB CLOSED at 2pm
BALLROOM & BAR REOPEN
at 6pm
REGRET NO CATERING SERVICE

OPEN CHRISTMAS DAY
from 12—2 pm
and
BOXING DAY
from 11—2 pm
ONLY

GAV/BP KENT CLUB

ELECTION 1987

Nomination for Ordinary Member of the MANAGEMENT COMMITTEE
(four vacant seats for GAv employees)

Candidate's Name (please print)

Club No: _____

Date: _____

Proposer's Signature _____

Club No: _____

Seconders's Signature _____

Club No: _____

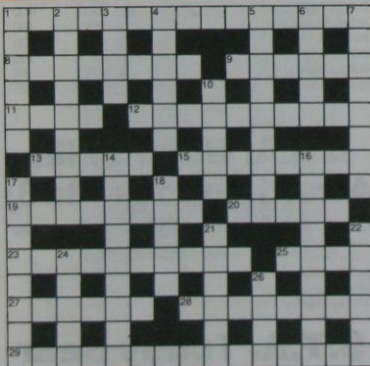
This Nomination Paper is issued subject to Clause 5(a)(iv) of the Constitution and Rule 3
Nomination Papers must reach the Club Secretary by 31st December 1986

GAV/BP KENT CLUB

5th AGM

THURSDAY
19th FEBRUARY 1987
8 pm in Ballroom

SUNDAY, 25th JANUARY
11.00 am
CLUBHOUSE START FOR
LADIES' CROSS-COUNTRY EVENT



Crossword No. 81

For amusement only

Across

- All the rage from the seaside. (7-8)
- Postal order surcharge. (8)
- Ever, whichever way you look at it. (6)
- Main courses, cakes or snacks. (4)
- The ingredient lacking for sound judgement. (5-5)
- A machine to raise. (5)
- Contained in a bottle for a blonde. (8)
- An unbeliever. (8)
- Cyril musically changed. (5)

- A dad's degree. (10)
- Her praises are sung at Xmas. (4)
- Helps to apply a cold compress. (3-3)
- Candied root of aromatic plant. (8)
- Result of being or doing something special. (3-3-9)

Down

- Maybe a glove or on a string. (6)
- Preparing for the off by seconds. (5-4)
- An Indian language. (4)
- A food on the breakfast table. (4-2)
- A yarn far fetched. (4-5)

- Repeat, not for first time. (5)
- A state of untidiness. (8)
- Not in alignment. (5)
- According to a Scotsman, we are one. (9)
- Mimicry or flattery with sincerity. (9)
- The trait of a backslider. (3-5)
- Is it ever right? Some may say so. (5)
- Part of the eye. (6)
- What a traffic harassed community plead for. (2-4)
- Stealing by another frame. (5)
- Make the most of it. (4)

Solution to Crossword No. 80

Across

- Chicken Maryland; 8. Ruthless; 9. Acting; 11. Foul; 12. False teeth; 13. Dirty; 15. Tasmania; 19. Pinpoint; 20. Snout; 23. Nomination; 25. Lair; 27. Oddity; 28. Midnight; 29. Keep off the grass.

Down

- Carafe; 2. Intrusion; 3. Kilt; 4. Nassau; 5. Yachtsman; 6. Alive; 7. Dog Cheap; 10. Essay; 14. Two and two; 16. Neuralgia; 17. Open door; 18. Units; 21. Polish; 22. Truths; 24. Midge; 26. Snag.

The compiler apologises most sincerely for using the wrong "grid" in the last issue. We trust it did not spoil your enjoyment.

Photographs taken by the Staff Photographers are acknowledged in the following way (A) Alan Keats; (B) Ian Douglas.

The views and opinions expressed by contributors are not necessarily those of the Editor or Company. Any such opinions or comments are those of the contributor alone and are printed solely as a matter of interest.

Produced by Phoenix Publicity and Print Limited, Bradford for GEC Avionics Limited, Kent and printed by John Hirst & Company Limited, Cleckheaton, Yorkshire.