

GAv's New Structure

GEC Avionics has now been formed into three groups each with its own managing director.

The new groupings are:

Navigation: Managing Director, P.A. Hearne

Dynamics: Managing Director, R.W. Howard

Sensors: Managing Director, W.R. Paterson

In a memo to GEC staff, Lord Weinstock said: "The rate of expansion of the business of GEC Avionics in recent years has been matched only by that of the technological complexity of its products. The stage has now been reached at which it is appropriate to form in GEC Avionics three identifiable groups working not only together amongst them-

selves, but also, in certain fields, with other GEC units." "Following the abandonment of Nimrod AEW, questions have been raised with regard to the future of Airborne Interceptor Radar. GEC wishes to make clear the importance it attaches to its continuing participation in this business, in the success of which several of its units have a substantial interest."

Peter Hearne's Navigation Group consists of ADD, ATED, CMS, FARL, GSD and MASD at Rochester, also Applied Physics Division and Special Projects Division at Borehamwood and Recording Systems Division at Nailsea.

Ron Howard's Dynamics Group is AS&RD, CACD, COD, FCD, ISD and PSD at Rochester, with Mobile Radar Department at Borehamwood, and Offshore Projects Group and Power Conversion Systems Division at Nailsea.

Wally Paterson's Sensors Group is the present Basilidon Establishment.

Mr D.J. Fletcher, Managing Director of Marconi Defence Systems Limited, has been appointed a Director of GEC Avionics Limited and has assumed responsibility for the Airborne Inter-

ception Radar business at Borehamwood and Milton Keynes which is managed by Mr C.A. Scott.

In order to assist the re-organisation at Borehamwood, David Clews has been appointed as General Manager and looks after the Airborne Software Division, the Research Laboratory and the Central Quality Department, as well as overall site matters.

During the next few months, the links between GEC Avionics and the Marconi companies will be further strengthened. The recent appointment of Dr Ian MacBean, Managing Director of Marconi onto the GAV Board as a Director, is now reciprocated by the appointment of Bill Alexander our Managing Director as a Director of the Marconi Company Limited.

RAeS Gold Medal for Ron Howard



The British Gold Medal for Aeronautics is awarded by the Royal Aeronautical Society 'for outstanding practical achievement leading to advancement in Aeronautics'. The 1986 Gold Medallist is R.W. Howard, BE, CEng, FRAeS, for whom the citation says "For his exceptional contribution to the development and success at home and abroad of British avionics systems, and in recognition of the manner in which he has exercised engineering and marketing leadership of the highest standard".

Ron Howard has been honoured previously by the RAeS; he was awarded their Bronze Medal in 1973 and has twice won the Society's Simms Prize.

His distinguished career in the industry started with a degree in Electrical Engineering from Adelaide University, in his native Australia, and work at Salisbury and Woomera for the Australian Government before he came to the UK to work at Aberporth on the first UK guided missile. In fact most of Ron's technical career has been spent on automatic controls for missiles and aircraft - his expertise was brought to the fore as Project Leader for vital systems for the English Electric Lightning.

In the late 1950s he pioneered the dual-monitored concept of safe automatic landing used on the VC10 and Concorde; from 1960 to 1965 Ron held a series of appointments in Elliott Flight Automation from Assistant Chief Engineer to General Manager, establishing the design principles for the fly-by-wire systems now brought to fruition in the Tornado. He has been intimately involved with most of the European collaboration programmes in aerospace and was also responsible for a range of our export activities, particularly to the United States. These commenced with the first direct avionics sales to the USA on the Lockheed C5A in 1965 and have continued over 20 years up to the recent acquisition of the USAF and Navy Standard Central Air Data programme (SCADC).

Ron Howard was appointed to the Board in 1965 and has just been appointed Managing Director, Dynamics Group. New programmes within his responsibility include the Army Phoenix Reconnaissance System and the Digital FBW system for the Experimental Aircraft Programme (EAP).

Other distinctions include past chairmanship of the Technical Board of the SBAC, and currently he is a member of the Board of Management of the Royal Aircraft Establishment.

Mr Kinnock looks in

As part of a tour of North Kent and the Medway Towns, the Rt Hon Neil Kinnock MP, Leader of Her Majesty's Opposition, visited Airport Works on 13 February. He had expressed a wish to see a major manufacturer and job creator, and spent an hour here, in company with Mr Tony Beirne, South Regional Organiser, and other party colleagues.

Mr Kinnock, after being welcomed to the factory by Bill Alexander, heard briefings with the emphasis on exports, jobs and training from Peter Hearne and John Bradley. He was then received by John Colston for a short tour of the administration, design, engineering and production areas of Instrument Systems Division, during which he spoke with some trainees and their supervisors.

Back in the Conference Rooms, an exhibition of products from several divisions was explained by Mr Alexander and other senior executives. Mr Kinnock appeared extremely interested and he and his staff expressed their thanks for the visit, as they left for further engagements.



Mr Kinnock views a working Head Up Display, explained by Mr Hearne.



At the RAeS in London on 11 December, Dr John Fozard, President, congratulates Mr Howard after presenting the British Gold Medal.

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 Ken Castle, Ann Smith, ATEd
 Maurice Spatham, CCO (Flying School)
 Phyllis Ellis, CMS
 Volunteers should offer their service through Divisional Administration Officers or direct to the Editor.

Editor's Message Board

The Editor wishes to thank the anonymous person who sent a Christmas card and adequate compensation for the crunched sidelight lens on his car. The occurrence had been noticed but the admission that it had happened in the car park was unexpected!

John Walliker

We have had a letter from John who has been in Nelson Ward at the Brook Hospital. He has had a heart by-pass operation which, he is happy to say, has been conducted successfully. John has had so many cards and good wishes from friends and colleagues, that until he has the opportunity of thanking them personally, he has the say a few words here, to convey both his and his family's grateful thanks for all their support. Best of luck, John.

Andy Morrison wishes to extend his sincere thanks to all his colleagues in GSD, for the warm welcome they extended to him upon his return to work, and for all the get well cards he received from them during his coronary bypass operation in St. Thomas's Hospital, London. He is pleased to be back with them all.



BLOOD TRANSFUSION SERVICE NEXT VISIT

Monday 16 – Friday 20 March
 In the Main Canteen

Please collect Appointment Cards from Surgeries – and keep to your chosen time!

AS&RD Bring Christmas Joy Again

The annual Toy Collection by Radio Kent again brought a splendid response from Aviation Service and Repair and other divisions. The photograph below shows the pile of gifts and a cheque, in

the care of Janet Marshall and Jo Stone before delivery to RK.

Here also is the contents of a letter received from one of the organisations benefiting

Kent County Council Social Services Department Medway & Swale Area Chatham Family Support Centre

I am writing to thank you on behalf of the staff and children with whom we work for the share of the gifts which we received from the Radio Kent Appeal and which had been donated by your staff.

Apart from our residential children we work with many families in the community (Chatham & Rochester) and thanks to the gifts we received we were able to make Christmas a little better for many of these children. Being a part of Social Services Depart-

ment and financed out of the Rates' with all the cutbacks it makes it increasingly difficult to spend money. We do ourselves undertake some fund raising and have during the last two years toured around with our 'float' raising money by carol singing. Unfortunately due to the rain and high winds the float was partially destroyed part way through our efforts this year, so your gifts were particularly helpful.

Would you please convey to your staff on our behalf grateful thanks and we wish them a Very Happy New Year.

Yours faithfully,
 Peter Rossiter
 Officer in Charge.



Holiday Time

Pickfords Travel Desk

Pickfords are now operating a travel service from the Personnel Department every Tuesday from 12.30 – 1.30 p.m. Brochures and advice are freely available and you can now make your holiday bookings "on-the-spot". Appointments are not necessary.

Any information regarding the 5% discount available to GEC employees can be obtained from Christine Carter ext. 3417, in the Personnel Department.

BUPATRAVEL (Medical Insurance Cover)

BUPA Travel brochures are available in the Personnel Department and vouchers can now be issued on request by the Group Secretary to existing members of the Group Scheme. Subscriptions for an 8 Day period for £100,000 Medical Cover are:-

1 Person (Adult or children)	£5.25
2 Persons (Adult or children)	£10.50
3 or more (Maximum 2 adults)	£13.10

For further information contact Christine Carter on extension 3417 in the Personnel Department.

GEC Avionics (Rochester) Long Service Association

The following new members have been welcomed in the Association recently.

B.J. Fever FCD, **W.A. Howell** ISD, **D.A. Venn** CMS, **Mrs. H. Jancovic** CQD, **B.T. Eastbrook** AS & RD, **G.U. Rands** ATE, **E. Green** ATE, **J.E. Willis** ISD, **A. Chambers** PSD, **J.G. Sturia** FCD, **B.K. Fuller** AS & RD, **B.G. Crumble** GSD.

DIY MONEY

This is probably the easiest bit of DIY you'll ever undertake. Kitted out with a loan of anything from £300 to £7,500 you could set yourself up with anything from a new range of power tools to a luxury home extension.

Or fit a new kitchen. Do up the bathroom. Re-carpet the bedroom. Landscape the garden. Or buy a new sofa to sit on while you think about the DIY you should be doing.

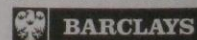
Whatever you want to do, in fact, you'll find a Barclays loan helps you do it easily and quickly.

Especially as you won't have to see a bank manager. And can usually have the money within 24 hours. (Assuming you're credit-worthy and 18 or over).

Just pick up a leaflet at your nearest Barclays Branch, or pop down to see Veronica Lee in your lunch hour at our Branch in the factory.

For more details on this or any of our other services, Kevin Garner is available in your Personnel Department, on Wednesday from 12.30 pm onwards. Just make an appointment through Christine Carter on extension 3417.

Barclays Bank PLC
 39 High Street, Rochester, Kent ME1 1LW.



Barclays Bank PLC Registered Office:
 54 Lombard Street, EC3P 3AH

The GEC Avionics Athletic Club Review of the Season

THE TRACK

The 1986/7 season was the best the club has had for all round improvement and team success. The Seniors had another hard fought campaign in the Southern Track League to emerge with yet another final placing in the top five but they were worth even more as they had beaten two of the teams above them during the season.

An indication of the improvement in depth of the Senior ranks was given by the B team in division 6 who were unlucky to miss promotion. The club's best Senior, if one has to be picked from the many good quality athletes, was Graeme Saker (MASD) who set a club record for the 400 Hurdles and moved into top class for the 800 and 1500 where club records will surely fall next year.

Throughout the age groups during the summer there were Championship winning performances or near misses. Before going to the States for a University Scholarship, Steve Fury finished 4th in the English Schools 1500 metres for Senior Boys and his example was copied down the age groups.

The Youths best results came from Richard Leonard and the Sprint Relay team. Richard finished 3rd in the Inter Boys 1500 at the English Schools in Portsmouth with a time of 3:58.1 along with gaining another three marks around the four minutes barrier in other major races. The major improvement in the club's production of sprinters showed up during the summer and was climaxed by the team of David Gurr, Nigel Stickings, Darren Cooper and Stefan Azzopardi taking a bronze medal at the Crystal Palace in the National Relay Championships. With all but Nigel moving up to the Senior League next summer the club will move from struggling to find sprinters to having too many.

In the Boys age group David Garwell was yet another of the club's English Schools finalists this time in the Junior Boys 100 metres, and was one of a very large team that went to all the National Young Athletes League meetings where the club had another good year.

missing a place in the finals by a small margin.

The very youngest age group, the Colts, found the going hard in the early part of the year but with the arrival of Kevin Vans club records fell as he set new marks for the 400 and 800 metres in his first races.

The Womens section made a great improvement in '86 under the secretaryship of Dorothy Watson and it was her daughter, Louise, along with Tami Harris who were two outstanding athletes in the Junior Ladies age group and were ranked in five events nationally between them. Louise competed in the English Schools 1500 metres and the National Championships, but her best positional result came in the Southern 1500 metres where she was a worthy Champion. Tami Harris picked up a National Bronze for the Long Jump as well as representing Kent in that event at Portsmouth.

The most enjoyable event of the year was the Sports day which had to be held on a grass track but this did not affect the quality of the races or the fun everyone had. Mark Butler was again the overall mens point scorer whilst MASD won the divisional trophy. It was also at the Sports day that Paul Chapman had his finest day as he moved the Senior High Jump club record up to 1-93.

THE ROAD

Again the club excelled in the national road relays at Birmingham where they have been the most successful club in the event's five-year history. The Youths team of Chris Knight, Stuart Margiotta, Richard Leonard and Martyn Bell finished second in a close contest with Stretford. The Colts team of Andrew Riddle, Adam Morris, Vaughn Chambers and Spencer Barden held on to third place behind Liverpool and Bristol in their race where 75 teams took part.

The Boys foursome of Derek George, Anthony Whiteman, Andrew Juby and Robert Gray did enough for ninth to make the club wish once again that the event had an award for the best club on aggregate.

CROSS COUNTRY

Traditionally the club's most successful area, the 1986/87 season has started off in the same way. So far GEC Avionics AC have won Senior, Youths and Boys Cross Country team titles, the Southern Youths Championship, and the North Kent Championship.

The new date for the Kent Cross Country Championships of the second Saturday in December suited the Seniors as they were all fit and ready to go. With six scoring in a team it is always difficult to predict who will win, but Len Murphy had bought the bottle of champagne days before the event and the athletes were able to celebrate in style. The Youths and Boys also won their team events and the club also provided the individual winner of the Youths race as Stuart Margiotta led the team home with all four scorers in the top eight.

The following day the ladies section were not to be outdone and they picked up gold in the Junior age group with Sharon Willicombe taking the individual silver after an outstanding series of races in the Southern League. Val Lemmis was a surprise winner of the Veteran Ladies competition combined with the Seniors and her prize had to be collected for her because she had gone home unaware that she was in with a chance.

Just after Christmas the Seniors and Juniors combined to keep the North Kent Cross Country shield that the club won last year. The race has barring clauses for previous winning teams and to find a different set of athletes each year is a difficult task. The Seniors' luck ran out for the Southern Championships at Parliament Hill Fields and injury prevented most of the Kent team from running. The reputation of the club was enhanced though by the Youths who were easy winners of their age group with Andrew Juby taking his turn at leading the team home. The Boys finished second in their age group to gain the club's final honours before the snow set in.

More recently the Junior Girls team produced a magnificent effort to place third in the Southern Womens Cross Country Championships in Epping Forest. The team of Sharon Willicombe (3), Louise Watson (4), Karen Gordon (24) and Julie Watson (58) were worthy winners on a tough and frozen course.

The club are already looking forward to the next track season and envisage even greater success in the track events, and are also confident of improving in field events, such as High Jump where a number of youngsters have been practicing all winter.



Senior Champions (Kent)
Left to right: Kerry Hayes, Paul McAuliffe, Graeme Saker, Ron Hale (President), Andrew Saker, Simon Rayner, Steven Butting-Smith.



Youth Champions (Kent)
Ron Hale, President Kent AAA; left to right: Stuart Margiotta, Andrew Juby, Leigh Chambers, James Barton.

Kent Cross Country Championships

Mote Park 12 December 1986



Andrew Saker, Senior, heading for 3rd

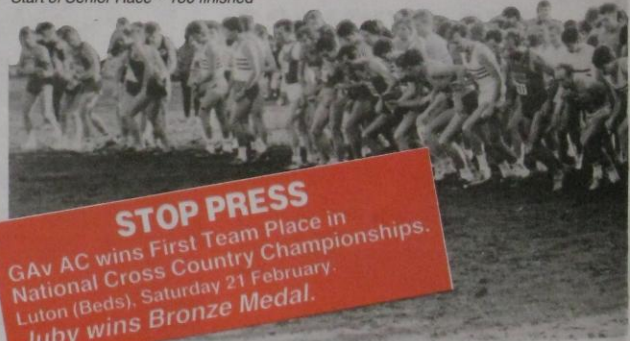


Kerry Hayes not far behind at 6th



Noel Lyons, Junior, came in 5th

Start of Senior Race - 180 finished



STOP PRESS
GAv AC wins First Team Place in National Cross Country Championships. Luton (Beds), Saturday 21 February. Juby wins Bronze Medal.

www.rochesteravionicarchives.co.uk

SOUTHERN LEAGUE FINAL TABLES 1986

Division 1

Hercules	29	780
Wimbledon	28	771
London Irish	27	785
Cambridge	27	735.5
Havering	26	724
GEC AVIONICS	25.5	723
Highgate	23	723.5
Bournemouth	21	673.5
Peterborough	19	669
Newham & Essex Beagles	17	629
Thames Valley Harriers	17	619
Shaftesbury	17	588
Dartford	16	622
Exeter	15	615
Mitcham & Sutton	15	614.5
Blackheath	15	607
Reading	14	604
Aldershot F & District	14	583
Metropolitan Police	14	574
Haringey	14	554
Ipswich	14	544.5
Kingston & Polytechnic	13	584
Norfolk	12	572.5
Bracknell	11	554
Hounslow	6	479.5

Division 6B

Biggleswade	24
West Norfolk	23
Invicta East Kent	22
GEC AVIONICS	22
Folkestone	19.5
Croydon	19.5
Sevenoaks	18
Thurrock	18
Lowestoft	16
Bexley	15
Nene Valley	14
Basildon	13
Ipswich	11
Stevenage	10
Sittingbourne	10
Victoria Park Harriers	7
Borehamwood	0

Some Recent Results

Kent Cross Country Championships Seniors

Mote Park 12-12-86

3	Andrew Saker	40-59
6	Kerry Hayes	41-15

10	Steven Butling-Smith	41-57
15	Graeme Saker	42-43
18	Simon Rayner	43-15
21	Paul McAuliffe	43-35
26	Michael Sheridan	43-55
40	David Williams	45-13
89	Peter Hunt	48-55
108	Peter Tattersall	51-20
110	Michael Bloore	51-26
117	Paul Trickett	52-02
136	Brian Morgan	53-16
150	Richard Milne	54-53
151	Steve Hunter	54-57
157	Mark Butler	55-46

180 Finished

Teams

GEC Avionics	73
Tonbridge	110
Dartford	128
Blackheath	172
Cambridge	221
Medway	281
Kent	308
Folkestone	500

Juniors

2	Steven Fury	27-42
5	Noel Lyons	28-18
9	Andrew Nettis	29-11
11	Steven Lucas	29-54
13	Martyn Bell	30-22
15	Alan Jones	30-34
21	Blake Morris	22-48

Teams

Tonbridge	11
GEC Avionics	16
Dartford	36
Invicta East Kent	47
GEC Avionics B	47

Kent Women's Cross Country Championships at Hythe 13-12-86

Seniors

1	Stuart Margiotta	17-26
2	Andrew Juby	17-37
4	Leigh Chambers	17-55
8	James Barton	18-35
12	Richard Leonard	19-12
18	Michael Whitehouse	19-30
23	Daniel Seeley	19-40
27	Kevin Sturla	20-00
29	Colin Symons	20-05
31	Neil Mason	20-08
36	Guy Osborn	20-68
41	Peter Stanhope	20-39
47	Alan Jhoolum	20-58
52	Richard Hillman	21-13
64	Colin Goodhand	22-59

Juniors

2	Sharon Willicombe	20-08
5	Louise Watson	20-39
7	Karen Gordon	20-39
14	Julie Watson	20-58
18	Lesley Malloch	21-13
24	Stella Pentecost	22-59

Also ran, Sarah Sutton

Girls

89	Emma Preston	97
32	Gail Mitchell	96
35	Emma Andrew	97

Also ran, Katie Harris & Rebecca Croshall

North Kent Cross Country Championships at Beckenham 3-1-87

1	Noel Lyons	27-41
2	Malcolm Martin	27-57
3	Brendan Copps	27-59
4	Jon Roots	28-13
6	Kevin Minter	28-32
31	Peter Hunt	30-57

Teams

GEC Avionics	14
Medway	39
Cambridge H	45
Dartford	77
Kent	81
Gravesend	114

Southern Cross Country Championships Parliament Hill 10-1-87

Seniors

6	Steven Butling-Smith	50-09
101	Jonathan Roots	60
137	Brendan Copps	70
168	Denise Williams	96
	Terry Bell	131
	Douglas Weir	

Juniors

6	Steven Fury	32-52
30	Noel Lyons	34-36
41	Martyn Bell	35-17
62	Glenn Chambers	

Youths

4	Andrew Juby	24-11
7	Stuart Margiotta	24-33
9	Leigh Chambers	24-40
17	Richard Leonard	25-20
43	Jim Barton	26-18

Boys

14	Richard Beavington	18-54
16	Robert Gray	18-59
35	Vaughn Chambers	19-26
38	Anthony Whiteman	19-29
41	Derek George	19-30
	Andrew Riddle	

Obituary

It is with deep regret that Guidance Systems Division record the death of **Fred Waghorn** on 8 January. Fred joined I N Division Tech Pubs in 1969. He suffered from Multiple Sclerosis for many years, and will be remembered by all his friends at Rochester having displayed courage, determination and always maintaining a sense of humour.

In Tech Pubs he was to us 'Our Fred'.

Countless friends of Jesse Griffiths, former Editor of Gav News, in FCD until he retired in 1983, will be sad to hear of the death of his wife **Alice** on February 15.

It is with considerable regret that we record the death of **John Siddig**, aged 56 years, following three months' illness in the Kent and Canterbury Hospital on 30 January.

John was a familiar figure in the Company having worked at the Rochester site in excess of 35 years, comprising Fisher Valves, Aircraft Engine Instruments Division, Airborne Display Division and, most recently, GEC Avionics Projects Ltd. John will be sorely missed by his many friends and colleagues in the Company and will be remembered by all for his loyalty, consideration for others and not least his sense of humour.

John's funeral was held at Medway Crematorium on 13 February and was attended by a number of his friends and colleagues from the Company.

"I take this opportunity to express my sincere thanks to all those kind friends within this establishment who in memory of my wife Marie donated a total of £105 in aid of Cancer Research"

John Lockyer

Lost and Found

The following articles have been found on the Company premises and are held at Security.

- Ladies Brooch
- Tie Pin and Chain
- Set Spanners
- Cigarette Lighter
- Gold Ring - Ladies
- Gold Ear-ring
- Ladies Wrist Watch
- Silver Chain
- Tobacco Pouch

and at the Gav/BP Club, Hoo
 FOUND IN CLUB POOL AND ON THE PREMISES
 solid gold crucifix; solid silver crucifix; odd ear-rings; rings; and other items.

Please enquire at Club Office by telephone during office hours: MEDWAY 251492

CHESS PROBLEM

Problem No. 8
 White to play and mate in two moves



Solution to Problem No. 7

CHECK AND COUNTER-CHECK
 Key 1 Kg2! Warning
 1... Kc1 2 Bc3 mate
 1... Bc1 + 2 Bc2 mate
 1... Bc3 + 2 Bc2 mate
 1... Bc4 + 2 Bc2 mate

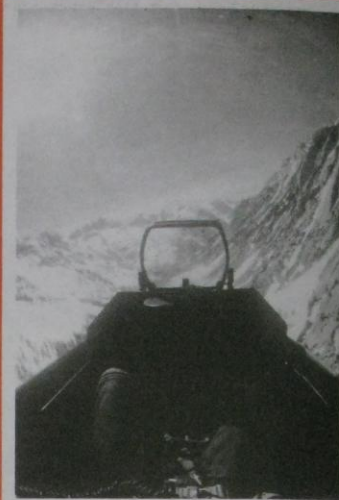
When a Black file-moving piece (Queen, Rook or Bishop) checks White, and White counters that check not by a capture of the Black piece but by an interposal on the check line, the result of which is mate, we have the cross-check theme. In Norm's Easter's problem, the White King steps into three discovered checks from the Black Bishop. White's counter-checks from the Rooks are uncovered by the White Bishops, which make the right interposals at c1, c2 or c3.



★ ADD ★
ENTERPRISES
 PRESENTED A
VARIETY SHOW!!
 MAIN CANTEN — OCTOBER 4

CAST

GEOFF AUSTIN
 ROBERT BROWN
 NIGEL BRUNT
 JOHN CHIPPERFIELD
 RITA COOKE
 DES MORRISSEY
 GEORGE GRAHAM
 DAVID HAYLES
 SIMON JACKSON
 PAUL LAWRENCE
 DAVID MULLORD
 HELEN NEIL
 VIVIEN SAMUEL
 MARTIN SEARLE
 JILL SHARP
 CLIVE TILLEY
 KEN TRAFFORD
 KAREN WHITE
 JANE WALLACE
 DAVID WILLIAMS



This year's wall poster on the first page of the colour supplement is a spectacular picture taken by Major Chuck Killberg of the United States Air Force. It shows his view through the GEC Avionics Holographic Head Up Display, developed by Airborne Display Division. The test flight of the General Dynamics F-16C Fighting Falcon took place over the Sierra Nevada in California.

In addition to the green symbols shown, the display can also carry a TV-like picture of the scene ahead, taken by an infra-red imager and superimposed over the pilot's natural view, so that he can fly at night with clear visibility. ADD's development programme involved over 1000 missions with the USAF LANTIRN/F-16 combined Test Force, and has resulted in a production order worth over \$70 million.

Master of Ceremonies
ROBERT BROWN

Stage Manager
BRIAN FORRESTER

Sound & Lighting
TOM BELL

Finance
SHEILA FINCH & JUNE RAMSEY

LES GIRLS GORGEOUS

Vivien Samuel (Mumsy), Jane Wallace, Jill Sharp. There was also Karen White, not in picture.

Choreography
DES MORRISSEY & SHEILA FINCH

Big Band Sound
GEC AVIONICS BRASS BAND

Production by
DES MORRISSEY

Script Writers
GEORGE GRAHAM, DES MORRISSEY & DAVID WILLIAMS



ELVIS!!
 David Hayles, with his backing group Paul Lawrence, David Mullord, and John Chipperfield. These three had earlier started the show off with a bang – the CanCan. No decent picture available.



THIS IS YOUR LIFE
 Victim Des Morrissey, with Martin (Eamonn) Searle and Jill Sharp.

CRANFIELD PRESENTATION

Here is a picture recently received of Dr. Bernard O'Kane handing over the GEC Avionics Prize on the occasion of the Graduation Ceremony at Cranfield Institute of Technology, last June.

The Prize, of a carriage clock, is awarded each year

to the best Avionics student. On this occasion the winner was Keith Cottrell, an Electronic Design Engineer at Marconi Space and Defence Systems, Frimley, who was completing the 1-year Industrial Systems course at CIT.



GEC Avionics Software Conference

A Major New Company Initiative

An ever increasing part of the cost of our products is software. To remain competitive in the electronics market we must be proficient at software development by using the best available methods and tools. Also, we must project a consolidated image of our competence to our customers. To help achieve these objectives a major company initiative is underway. As part of this a unique event in GEC Avionics history was the recent Software Conference held at the Lord Daresbury Hotel, Cheshire. Organised by the company's Software Productivity Executive Dr. John Bussell, in conjunction with the National Computing Centre in Manchester, the conference was called to discuss the company's future strategy for handling the increasingly complex software development programmes which are now a major feature of its business. The conference was attended by an audience nominated by general

management and representing all levels of technical management involved in decision making with respect to software productivity. In addition, the audience included senior representatives of several major GEC companies involved in software development.

The 'S.T.A.R.T.'

The conference was addressed by 18 different speakers drawn from the Civil Aviation Authority, the National Computing Centre, British Aerospace, the Alvey Directorate, the University of Kent, 4 software houses, 2 GEC companies and from GEC Avionics itself. Using the Department of Trade 'STARTS' (Software Tools Applied to Real Time Systems) initiative as a basis, the speakers gave a variety of stimulating presentations on the subject. The conference also included a

visit to the newly opened Software Tools Demonstration Centre in Manchester and a conference dinner at which the guest speaker was Nigel Hughes, Deputy Chief Scientific Adviser to the Ministry of Defence.

The last day of the three day conference was chaired by Peter Hearne, then Director and General Manager, and was attended by four Assistant General Managers

representing the Basildon, Borehamwood and Rochester sites. During the conference, the audience had split up into four working groups to discuss the company's future strategy and their conclusions were presented to the full conference by the chairman of each group. In his summary of the conclusions of the conference Mr. Hearne commented on the fact that the conference had

reached unanimous conclusions on the way ahead.

One S.E.T. to Love

As a result of the conference, the company has established a Software Engineering Task Force (S.E.T.) comprising David Gager (Basildon), Dick Boardman (Borehamwood), Gordon Belcher (Rochester), Derrick

Hamlin (Rochester) and led by Dr. Bussell. Reporting to a policy committee comprising general management representatives under the chairmanship of the company's Technical Director Prof. John Shepherd, the Task Force is charged with co-ordinating the introduction of software tools to provide comprehensive support to the company's future activities.

Pounds Lost – Pounds Gained

The long tradition of ATED's individual fund raising efforts has been continued by **Dixie Dean** of the Library, who in five months has shed 2 stones in a sponsored slim. This raised £200 for the special care baby unit at All Saints' Hospital. Dixie's own children had been in the hospital and she had been

unable to pay them back, but the sad death of her colleague Evelyn Coats's grandson after long illness in the Unit prompted this campaign. The cheque was handed over to Dr. Tony Duckert at All Saints'.

Dixie wishes to thank everyone for their support – we say well done Dixie.

THE OLIVER FISHER SPECIAL CARE BABY TRUST
All Saints Hospital, Magpie Hill Road
Chatham, Kent ME8 5NG

1st February, 1987

Dear Mrs. Dixie,
Thank you very much for raising the sum of £200 to help the babies on the Special Care Baby Unit. We appreciate your thoughtfulness and your kind wish to relieve your own worries.
Your gift will be put towards the setting up of a cleft lip, cleft palate, cleft ear, cleft lip and cleft ear ward in our hospital and will be used for the best of everyone.
Thank you all for making.
Yours sincerely,
Dr. Tony Duckert
Dr. T.A. Duckert
Trustee

FAREWELL TO BILL & JEAN



Ron Hedgecock, Bill White, Fred Mackley, Bill Howell and John Colston (B)

Christmas Eve saw the retirement in ISD of two long serving members of the Company – **Bill Howell** and **Jean Moffatt** with 25 years and 16 years service respectively. Bill and Jean were popular members of the Engineering Department and will both be missed by their colleagues. Jean for her friendly and efficient service in the Library and Bill, amongst other things for his outrageous stories of his Naval experiences.

Presentations on behalf of their friends and colleagues were made by John Colston, Fred Mackley and Jack Last.

The popularity of Jean and Bill is shown below by the numbers attending their farewell.

We wish them both good health and long and active retirements.



John Colston, Jean Moffatt and husband Richard (B)



ISD CHRISTMAS EVE

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Winter came . . .

Nobody will really need reminding that although Kent's worst snowfall for years had made much travel impossible by the Monday morning, it was probably the Wednesday that brought the worst conditions when the high winds started to pile up the drifts. It was not until the following Monday that things really looked as if they could become normal again.

In common with the experiences of most of us, impressions of that week are – and will remain – confused. People who were stuck at home, including this reporter, will have gained different viewpoints from those who managed to get in to work, at least part of the time, sometimes with considerable difficulty. An account in this paper can never give a complete picture of the events and consequences, so the following is no more than a series of anecdotal facts gleaned from different sources. Some of them may be of interest and put some perspective into that week of January's worst.

- One thing that was necessary from early on was to assess an ever changing situation, and sometimes the absence of key members of a team made it more difficult for the rest to make strategic decisions and keep things going. In some cases people were able to work by phone whilst others experienced frustrating delays in getting calls through.
- But power, light, heat, food and basic services were kept going, with the unstinted help of those people able to get in. People spent long hours both indoors and outdoors on tasks not normally expected of them.
- There was remarkably little material damage; computer controlled heating schedules were altered to prevent snow building up on the roof, and lagged and heater-traced pipes avoided

- most bursts. These precautions saved much damage and disruption which would otherwise have occurred.
- We also had to contend with rapidly falling gas pressure early on and so boiler fuel was changed to oil. We need 17,500 lbs of steam each hour to heat the factory.
- Around midnight Wednesday, electric power started to fail, one phase at a time so that much air conditioning and other plant was damaged.
- Back on again after 1½ hours, with an emergency connection by Seeboard to City Way mains. And the boiler could be pumped again.
- Boiler problem in the night too, sorted out by the men who were on site all the time and sleeping – or not sleeping – in Towers surgery, with fry-ups in the boiler room.
- Much of the rest of the night was spent

- reinstating ventilation air supplies, with tremendous help from the suppliers of the equipment who managed to bring in spares in the early hours.
- Around 2 am, the first of the helicopter rescue missions which were to be such a feature in North Kent over the next few days, came into the car park, the only useable landing area locally, with a patient for All Saints from Sheerness which was completely cut off.
- Later, Seeboard asked us to shed some of our power load so we off loaded 600 kW which helped to prevent an overload of the temporary supply, which would have cut off the whole of Medway Towns if the cables had gone.
- The Diesel Generators were started (not possible earlier because of site conditions), non essential loads were shed – including the electric heating in the towers.

- How does one shift 18" – 30" of snow from 8½ acres of car park (getting on for a million cubic feet) – has anyone worked out how many tons of snow? And that was before the drifting, which undid so much effort.
- WES were able to get hold of 3 JCBs from the other side of Maidstone, before they were commandeered by the local authorities. Later and over the weekend, enough clearance was possible to allow space for a large proportion of the need – and this needed to cover Flying School and New Road parks also.
- When did the Blister Hanger at the top of the airfield collapse? Nobody really knows, but a local resident alerted us during Thursday. It was Saturday before the Army managed to reach it.
- Who was the man seen setting forth from the Crest towards Hanger 3?



Scott of the Antarctic?

And all these pictures were taken before the drifting started!



The way in . . .



. . . and the way out



Personnel Dept and Boiler House



The Blister Hanger – not as designed. 40 ton lift crane at work.



Low headroom – even for the birds

www.rochesteravionicarchives.co.uk

First he walked, then he crawled, then he vanished into a 10ft drift. But he re-appeared before a decision was needed whether to send rescue.

- Don Freeman wants to record his thanks to all his Works Engineering people, and others who did so much to keep essentials going.
- And so does Harry Staff, to his department who worked closely with WES and Divisions as well as outside authorities. Here are some of their experiences.
- Security staff reported deteriorating conditions from Sunday evening, and the Monday morning early changeover of shifts proved very difficult.

- Much help was given by Ron Cook's transport people – and some others – with 4 wheel drives in transporting key people otherwise stranded. Thanks again.
- For the first time ever, the regular security car patrol of sites had to be suspended – this made information gathering even more difficult.
- In these conditions, many security staff spent up to 16 hrs a day, largely outside, sustained by hot soup at frequent intervals. There is one report of ten days spent continuously in waterproofs.
- They say that almost everyone they encountered was cheerful and co-operative – the tiny minority who were not will know who they are and will not need our thanks.
- A link was set up with Kent Police's Emergency

Services Co-ordinator at Maidstone. A helicopter pad was cleared and landing facilities were provided by us for all the local emergency flights, for hospital patients and food supplies, but attempts to provide local air traffic control links were frustrated by the isolation of the control tower. One of the more spectacular sights was a replacement Seeboard transformer dangling from a cable below a helicopter over the towers.

- Rochester Police were unable to monitor alarms on the Laker Road industrial estate so Security did it for them. We also provided access to the Laker Road premises – they returned the compliment when the back Maidstone Road was cleared.
- The burst underground

- main near Corsair didn't exactly help.
- Canteen staff – those that could get in – were able to provide hot soup supplies in factory areas as well. A hot meal service was maintained and most people must have taken advantage of it.
- There were queuing problems – how else could it be with divisions' lunch staggering not always in operation, and staff short? But again, almost all reports were of appreciation. Top managers made a point of expressing their thanks.
- Bill Gostling brought the fish in on the M&D bus. 4 stone of cod had been delivered to his house. What a thing to do on your birthday!
- The ten-day back up supply in canteen stores proved its worth – but no vegetables got through and at one time a sledge

link with the supplier was considered. Some suppliers used their private cars to get through. Company transport collected bread from the bakers in Gillingham.

- Local schools were closed – except for AS&RD's Customer Training School. No way could the customers' course be delayed so the school went to them, stranded in their Maidstone hotel. The

Divisional Manager's car became transport for equipment and instructors.

- And at Gatwick and Heathrow, "A.O.G." (Aircraft on Ground) situations demanded the usual rapid spares service from AS&R, who got past blocked main roads and sheets of ice from burst mains, so that costly aircraft delays were minimised.



Diggers out: Dave Murdoch, Ian Burr, and Marilyn Corbishley from ISD; Lee Harvey, Nick Ashworth and Bob Bedingfield from WES.



GSD's end of Main Factory and Huts



Deep and crisp and even

● Bill Alexander, who did manage to get in each day (on foot), would like to thank all those who made the effort to get in in difficult circumstances. Most days that week there was over one third attendance. He would also like to thank all those involved in the very special efforts that week.

So there it is – some of it. Many of you may feel "I did this, made this extra effort, or did a job that wasn't mine. Why has no-one noticed or told about it here?" That's why with few exceptions no names have been mentioned, and the only thanks that can be given are general ones to a host of individuals who freely and usually unasked helped their colleagues and the company in difficult circumstances.

**and if Winter came –
can Spring be far behind?**

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ICELAND '86



By the time August has arrived most people have either been or are soon going to a place in the sun. It may be the South of France or Sunny Spain, or even hoping for good weather somewhere in England. I decided to travel in the opposite direction, and at the beginning of August made my first journey to Iceland.

I did not travel alone – but with a group of 18 people from Manchester University. Six of those going were to attempt their Duke of Edinburgh's Award Gold Expedition in northern Iceland. The remaining 13 people went along as a support group for the expedition and to assess the expedition group. The Gold D of E expedition involves theoretically 50 miles of walking in wild country over 4 days, camping out for 3 nights and carrying all equipment and supplies. The D of E Gold Award itself involves much more than the expedition but it is probably true to say that the expedition is the hardest part in most cases.

To help pay for the expedition and the trip to Iceland as a whole the group tried to attract sponsors but found it hard going (Yes GEC AVIONICS did sponsor the group and this was much appreciated.) Most members of the group were either unemployed or still students and so financial help was necessary.

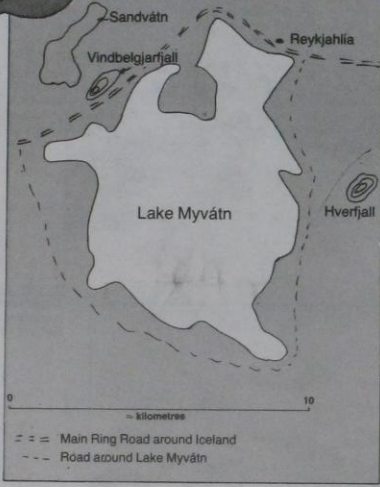
The supporting group of thirteen were also necessary if the expedition group were to be watched and met on their route and at every campsite, without having a group of people following them. The group had to feel totally alone and in the landscape of Iceland this was not too difficult. We were to spend 3 weeks in Iceland, the expedition taking place in the last week.

Our first sight of Iceland was not from the air, due mainly to the low cloud on our approach. We landed at Keflavik airport 2 hours after taking off from Glasgow. After reclaiming our baggage we boarded the waiting coach which was to take us to Reykjavik youth hostel. The journey along the Reykjanes peninsula allowed us to see for the first time the barren, lava strewn island that is known to us as Iceland. Along the route all that was visible was lava, no plants, no trees, no houses, just a glimpse of the sea. Then Reykjavik or its outskirts became visible, the variety of roof colours was amazing and now grass and even people were visible, civilisation had been found again. The distance between Keflavik and Reykjavik is only about 50 kilometres.

After a one night stay in the youth hostel we took a coach trip through the central highlands to Myvatn, a lake in north east Iceland. The trip took 12 hours, much of this was on rough tracks across massive lava fields. The area of the central highlands, positioned as it is between two glaciers, was desolate. All that could be seen was glacial desert – fine black sand that seemed to get everywhere. There were a few rocks but these were showing a last defiance to the erosion process. Many rocks had been split by ice action, some of these formed into 'loaves of bread'. Although the weather was bad we were able to glimpse our first sight of one of Iceland's glaciers, but not much else could be seen.

After arriving at Lake Myvatn and the village of Reykjavik on Wednesday 6th August in the late evening, totally exhausted after the 12 hour journey, we were much refreshed by the brilliant morning to which we awoke on the 7th. Most of the group decided to walk to the volcanic crater Hverfjall which dominated the view of the lake, although the lake itself was the impressive view from the campsite. Hverfjall is over one kilometre in diameter rising nearly 150 metres above the surrounding area, and was formed in an eruption some 2500 years ago.

Before ascending Hverfjall we walked to an area where steam poured from the ground. In places it poured with such vengeance that the sound was deafening. Moving on from this area we visited a ground fissure at Storgja which was directly south of our campsite. Water in the fissure is at about 38°C; in 1977 it was only 26 degrees, this says something of the increase in activity in the area. To reach the slopes of Hverfjall we had to navigate our way through some black lava, the rough and sharp blocks varied in size from about a foot to over ten. These blocks we presumed came from Hverfjall. The rocks themselves, although light in weight, were very sharp and did a lot of damage to the boots. The climb up the slopes of Hverfjall was relatively easy because of a well trodden path, despite the steepness of the slope and the severity of the scree. The sight that met our eyes at the top was amazing, there in front of us was a large crater black in colour, but it was just so huge. We ended up walking all the way around it, some 3km plus. The view of the lake was also very good from here.



The next mountain to climb, though not on the same day, was the one visible across the lake from Hverfjall, its name was Vinobelgjafjall, 529m above sea level, west of lake Myvatn by about 1km. We started along an easy path on the west side, but got bored and decided to climb straight up the scree slope. This of course was very hard work but got us away from the flies which had been buzzing around our heads along the easier path. The view from the top was tremendous, the whole of the lake could be seen and more besides. The wind at the top was very fierce but just down a bit from the top we stayed to enjoy the view and to eat lunch.

On the way down the scree slope started to get very steep and we decided to contour around and take a sandy slope down, this also got too steep for comfort and we then made the final descent to ground level via a shallower slope covered with birch bushes. Once on the ground and looking back up at the slope we could see that if we had continued our first way down we would have ended up at a cliff, with a long drop into water below.

From Myvatn the group of 19 moved camp to Askja. On the way we passed on a very winding track through massive

chunks of lava at very irregular angles. At one stage our coach had to go back and pull out the other coach which had got stuck in the sand. Askja is a crater 45-50 square kilometres in size, in the Dyngju mountains, north of the massive Vatna glacier. A lake, Öskjuvatn, which was formed as a result of an eruption in 1875 lies in one part of the caldera. It is the deepest lake in Iceland some 220m deep with an area of 12 square kilometres. You can imagine that the sight of such a large, deep lake at the top of a mountain was quite fantastic, despite the rain which made the approaches to the lake muddy and hazardous.

We camped near Askja next to the triangular mountain hut. It was quite cold here although the weather was fine. The landscape was void of even the smallest piece of vegetation, it was a desert.

The first day at Askja was a glorious sunny day with deep blue sky and no haze at all. I set off for a small mountain Vadaldá (941m) just east of Askja. It was a pleasant day and I was walking alone, at one point this became very clear. I was in the desert with black sand all around, in front of me Vadaldá, behind me Askja, to my right nothing for 60-70 kilometres and then Iceland's largest glacier, to my left nothing

by Alan Bryant



ing computer games), and photography. He enjoys some sports, mainly from the bar. He has however taken part in some of CACD's 'sporting' events such as the pool competition and Bat n' Trap, as well as the more exhausting game of five-a-side.

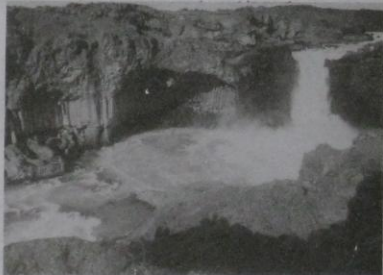
Alan gained his Duke of Edinburgh's Gold Award in 1982. And decided to help out when a group from Manchester University wanted to do their Gold expedition in Iceland. What's next on the agenda?? Alan says – Well apart from this year a peaceful holiday visiting my sister in New Zealand, I might even see the odd mountain to climb whilst I'm there... but including reading music, then that will be another 'home computing' (i.e. play-story...

for about 80 kilometres and then one of Iceland's tallest table mountains, Herdubreid. There were no people in sight the only sound was my breathing and the wind whistling up some distant sand into a sandstorm. Still I continued towards Vadaldá, which seemed no more than a massive sand dune, made up of black sand and various sizes of boulder. The view of the Vatna glacier from the top was astounding, in fact it filled about 90 degrees of the horizon and the closest point was still about 50 kilometres away. At the top of Vadaldá was a small lake, the colour was a very deep blue and the signs of wild animals were all around the lake, so it must be a drinking hole for them.

My next walk headed away from the glacier towards Herdubreid but my target was the much smaller hill of Vikrafell some 840m in height. The weather was overcast with a stiff breeze but even so it was still warm, if you kept walking. From the top of Vikrafell I had a good

view of Herdubreid, which is much like a fortress with high vertical walls. It was unlikely that anyone could climb it without proper equipment and experience, we unfortunately had neither of these. When I was back at the mountain hut next to our campsite I looked through the logbook and found an entry from an English visitor. He did not recommend climbing Herdubreid as when he had done so he found that most of it fell on top of him as he climbed up.

Well so much of Askja, there was much more but I haven't enough room to tell all. From here we travelled to Akureyri. This town at the end of the Eyjafjörður fjord in north Iceland is often referred to as the capital of the north. The town is quite spread out but has a magnificent central shopping precinct with as many shops as an English town like Rainham, perhaps. Yet this is the capital of the north. Akureyri has, like most of the



Icelandic towns, a good outdoor heated swimming pool and most of the group took advantage of these. Akureyri also has a marvellous church with a strong choir and a pipe organ with some 3200 pipes and register of 45 voices. The church was built in 1940 and the style calls to mind the basalt columns which are such a characteristic feature of the Icelandic topography. At the time of our visit the church was under repair, scaffolding made from wooden planks covered one side of the church.

The next place on our agenda was Dalvik, and it was in this area that the group of 6 were to do their D of E Gold expedition. According to their route the first day was a gruelling 20km walk along a road/track before reaching the hills. The assessment team, including yours truly, set out a day before the group in order to be in front of them without showing them which way to go. We managed to hitch a lift to the end of the road. The German woman driving took us about 6 miles out of her way. The group would not have the advantage of being able to accept lifts, even if they were offered. We reached our planned campsite at 2.30 pm rather than the anticipated 7 pm, still this gave us a chance to explore the valley in which we had camped.

On the expedition group's first day out we made a late start as we knew they had a long way to go before reaching us. When we did decide to get up we looked out of the tent and saw blue sky above but cloud below us in the valley. By the time we had got up the cloud had all but disappeared. We left our campsite by 11.30 am, crossed the stream and climbed almost to the top of the ridge from which we had hoped to see the group. It is here that we discovered that parts marked as rocky slopes on Icelandic maps are very treacherous and almost impassable. In fact there were times when we were literally hanging on by our fingertips as our once solid foothold disappeared over the edge to the unseen area below. This was pretty hair-raising, especially when wearing full packs. In between the 'cliff faces' were areas of scree made up from very large boulders. Even the largest boulders moved when you stood on them.

We could see a group below us some way off in the distance, with the aid of binoculars we were able to tell that they were our group. They had made very good time as we had not expected to see them for at least another hour.

A good vantage point was found, which happened to be the only area of flatish ground around that was large enough to take the three of us. As the afternoon progressed we were able to watch the group for about 3 hours, taking it in turns to sunbathe and watch the group as they made their way up the valley towards a snow covered saddle still a little way off. Behind the group too close for our comfort were two supervisors. We decided to leave our vantage point and make the saddle in an attempt to head off the supervisors. After chasing across 3 snowfields and hundreds of yards of scree that was just large enough to boulder hop across, remembering that we were carrying full packs, we managed to catch up with the supervisors just as they had caught up with the group and were having a word with them.

We started off down the valley letting the group go first. They had several small rivers to cross on the way down the valley but seemed to make heavy weather of them. It was beginning to get dark (about 10 pm), the group's assessor suggested they should camp short of their planned campsite, the group had already considered this and they soon chose a suitable spot. The rest of

us, following the assessor, moved on a few hundred yards to set up our camp. The assessor stayed with the group to watch them put up their tents and see for himself that they were totally capable of looking after themselves. After cooking our meal and eating it we managed to get to bed about 12 pm.

The next day (Thursday) we broke camp at 7.30 am and almost instantly had a river to cross. This was particularly terrifying for me as I cannot swim but all three of us got across safely although not completely dry. The water came over the knees and was extremely fast flowing in the middle. It took about 20 minutes on the opposite bank to dry ourselves as best we could before continuing on the group's route. Their route took us into the next valley which was much larger than the previous one and more 'U' shaped, a true glaciated valley. Again in this valley another river crossing, this one even deeper than before and a much stronger current. The three of us used the mutual support technique for crossing this river and I must admit I felt much safer than going across on my own.

Later on along the group's route they caught up with us but they were quite dry. They had

apparently gone further downstream to cross the river and had found a point where the river divided into four, each part crossable by just jumping over it. This just goes to show that it is worth looking both ways along a river before deciding to cross it by walking through.

We had lunch with the group and tested their ability to navigate and take back bearings. It seemed that some members of the group did not come up to the standards expected of them by their assessor. We let the group continue on their way and followed them up the valley. At the head of the valley a magnificent snowfield loomed. It was the biggest one that I had seen close up and it seemed to look very icy. As we got closer to the snowfield we could see that the group were trying to avoid it and were instead making for the left hand ridge. This however was dangerous snow and the group were making little progress. Leaving the group to their own devices we made our way straight up the snowfield to the saddle at the top. About two thirds of the way up a shout of 'halt' went up and the three of us stopped, ahead of us some two feet away was a crevasse. It looked to be only a foot wide so we jumped across it. On the way over and looking into the crevasse it seemed to be about 20-30 feet deep. Once our hearts had started beating again we continued up the snowfield, and reached the top by about 9 pm.

We now began to be concerned for the group's safety. At the top we had met up with the two safety officers, and it was decided that two of our group would go down the snowfield to some scree and try to make contact with the group. By now it had started to get dark, although the snow played tricks with the eyes. My feet, still wet from the river crossings were beginning to feel very cold, but still the group had to be found. Contact was made with the group by shouting, their location was pinpointed by them flashing a torch. It was soon ascertained that they were alright and had camped for the night. It was then time for us to set up our camp, the only place for what seemed miles around was the snowfield itself. So we set up the two tents on top of the snowfield and put all our equipment in one and all five of us into the other. At least it wasn't cold but five people in a three man tent is not particularly cosy. We did however manage to get some sleep, mainly because we were so exhausted.

The next morning we awoke and were surprised to find the tent still on top of the snowfield, although it had moved by about a foot in the night. David, the assessor, made his way back down the snowfield to see how the group were. Sometime later the two girls we were supposed to meet the day before on top of the snowfield came along, they had been camped a few hundred yards away just out of sight.

As the group came walking up the snowfield it began to snow, to allay fears of walking on the snow the group had been tied together. In order to get back on schedule the group were told to take a valley adjacent to their intended route as this would cut off some 3 to 4 miles and would mean less walking on the snow.

The group were much more confident on the snow and ice now and managed to walk up another ice covered saddle and down into the valley. All tied together they reminded us of a camel train walking across a desert. The group rushed down this valley making good time on the whole. It was whilst rushing after them that Catherine, the trip organiser, managed to slip in one peat bog and get a wet leg, and then walk a few hundred yards before sitting in the next.

Later on she decided to tempt fate again when it was necessary to take off our rucksacks and place them on the other side of a fence before jumping over it ourselves. Catherine managed to throw her rucksack over the fence and then watch in amazement as it rolled over and over down the river bank, about 30 feet in all, before landing in the river and starting to float downstream. She did manage to recover the dripping rucksack but it must have been her unlucky day. At least the group fared better. We carried on down the river bank and made a dry (except Catherine) river crossing.

We continued to follow the group along a track which later turned into a road. After walking along this road for a couple of miles we came across a farmer's house and enquired to see if anyone had seen a group pass by. One farmer spoke quite good English but the other spoke very little. The first of our group to arrive at the farmer's house were driven away by the farmer that could speak English while the rest of us, five in total, were bundled into the other farmer's landrover along with our rucksacks but we were not quite sure where he was taking us. Eventually we caught up with the other supervisors and the expedition group. The farmer suggested we camped in his field.

The next morning one member of the expedition group was persuaded to pull out, she had hurt her ankle and if she did continue along the route she might hold up the others. Also the group's assessor told her that she would have to have another navigation test en-route which she would probably fail as she had the others.

The remainder of the expedition group continued along their route, while the assessment team minus yours truly went up onto the ridge hoping to watch the group below during the day. The rest of the supervisors managed to hobble about five or six miles to the nearest main road. With Saran from the expedition group that made six of us in total, so we split into two groups of three. We tried hitching to Dalvik which was some twenty miles in the distance.

After what seemed the whole population of Iceland had passed us by we were given a lift by our friendly English speaking farmer. He could only take us as far as the annual market, which was small and consisted of stalls selling mainly home made produce, clothes and second hand books, etc.

We left the market and said goodbye to the farmer and almost immediately managed to get a lift to Dalvik and the campsite we left 4 days and for us about 60 miles before. By Saturday evening everyone had managed to get a lift back to Dalvik.

Our last night in Dalvik was very special. A young boy, Eggert, from the town had made friends with us at the campsite. He spoke extremely good English and had got to know us and we had got to know him. On our last night in Dalvik Eggert's mother invited us all to her home for coffee, and she also provided us with some delightful Icelandic home cooking. Both Eggert and his family made us feel very welcome and it was a very good end to our time in Dalvik.

From Dalvik we returned to Reykjavik via Akureyri and after spending a day looking around the capital we returned home. I found Iceland a fascinating land full of likable and friendly people. I cannot do justice to the many varied landscapes or the many friendly people that we met, in such a short article, but for an out-of-the-way holiday I can thoroughly recommend Iceland.

The view of the snowfield at the head of the valley on the group's second day. The group spent the night camped on the scree to the left of the snowfield. We spent the night camped on top of the snowfield, just over the brow of the saddle.



See also Colour Pictures in Supplement



Top left: The river near a stop-off on the first day's coach journey.

Left: Plenty of water for the rivers comes from melting snowfields and glaciers.

Above: Astonishing lava formations appear in many places where eroded by water.

Top right: The group camp in the hard ground and cold of Askja.

Right: Camp at Dalvik at the start of the test expedition.



25 years' service

John Jones, in working up to his present post as Project Leader in CACD, which he attained on the Jaguar FBW contract, has worked on most of MACD/FCD's big projects since 1969, and since the formation of CACD has been similarly involved, to the present new 757 project. Early days were as craft apprentice with promotion to student followed by graduation in 1967 – after qualification John was Development Engineer in AEID on Concorde instruments.

His busy family life includes DIY, reading, keeping fit and some restoration of old furniture.

Divisional Manager Keith Snelling made the presentation. (A)



'Doug' Glanville, Painter and Decorator, has actually worked on the Airport site for 31 years, the first few of which were spent with Durrants. Prior to that, he was in the RAF. Table tennis is an outside interest, as well as following the progress of his 3 grown-up daughters and one son.

Works Engineer Don Freeman made the presentation of a carriage clock. (B)



Seen here is **Frank Why-mark**, Leading Hand Wireperson in FCD, after receiving presentation binoculars from Ray Dennis, Deputy Divisional Manager. Frank's work here started on the Naval Weapons side. Later, Frank moved to the MACD/FCD/new FCD divisions.

Outside interests include DIY and wine-making as well as toymaking for his grandchildren. (B)



Roger Day, seen here with an appropriate gift being presented by John Colston, served a Dockyard apprenticeship to Electrical Fitter and then did 18 months National Service in the Fleet Air Arm. Roger's 25 years here have been spent in ATED, MACD (Inspector), to FID on its formation and through to ISD days. In recent years in ISD Roger has been Foreman Inspector and is now Technical Writer.

His hobbies include walking his GSD (canine variety), bird watching and the constant battle with the garden. (B)



Bill De-la-Haye, ex-apprentice and now Senior Design Engineer in MASD, has plenty to keep him busy outside work; he has served 23 years with Kent Special Constabulary and is now Section Officer, and for the youngsters in the community he is a Parent Governor at Balfour Infant and Junior Schools, as well as being a committee member for his local scout troop. More – his hobbies are ju-jitsu, swimming and DIY, and he is expecting another child any moment now to join his 2 sons.

Divisional Manager Laurie Hampson gave the company's congratulations and thanks. (A)



Mel West started as a Technical Assistant in Precision Test Equipment Division at Borehamwood in 1961.

When PTED moved to Rochester Mel stayed at Borehamwood in Airborne Computing Division for a while, but transferred to Rochester in early 1965. The division changed names until it finally became ATED in 1968, and at this time Mel was working in the Test Department. After a spell with Engineering Dept., Mel came back to Test and shortly afterwards became Assistant Chief of Test.

At the start of 1979 the QA and Test Departments were split and Test became part of Production. Mel continued his role of Assistant Chief of Test until 1980, when he was made up to Chief of Test, the position he has held until the present.

During his time with the Company Mel has worked on many projects including Concorde Accident Recorder, Automatic Photo-reconnaissance film processor, Nimrod MK 1 (extensively), Compact and Compact Orion ATE's.

Outside of work Mel's interests include Ornithology, Photography, Houses and Gardens and Music (including visits to London Theatres' operatic productions). It is generally acknowledged that Mel is ALWAYS immaculately dressed. When the division moved from the other side six years ago, Mel issued instructions to the Test Department, who were helping with the move on a Saturday morning, to turn up dressed in old clothes. This they did. True to form Mel turned up in his old clothes – which everybody else considered were much better than Sunday best! (A)



Ron Jenman, Inspector Leading Hand in GSD, was congratulated by Deputy Divisional Manager David Hussey, recalling his career which started with National Service in the RAMC. There followed 9 years with the Ministry of Supply at Woolwich Arsenal, Fort Halstead and AWRE Aldermaston. Ron started here in IND as Electrical Inspector, on Blue Steel and Nimrod, and became Test Inspector, with promotion to Leading Hand in 1967. Later he spent 8 years in the Clean Area, and has lately been in Inwards Goods inspection.

Married with 3 children, Ron's interests include fishing, electronics and photography. (A)



Charlie (Chas) Clift, Chief Illustrator in AS&RD is seen here with his wife Maureen who came in to hear Henry Stedman Publications Manager, recall a long career which started with an office boy's job with Shorts, army service as signwriter, and toy making.

Chas came to this company as Graphics Illustrator and after various promotions came 'off the board' when he was made Chief Illustrator in 1978. Not only are his talents seen here, for Chas also exhibits his own paintings and has taught at Medway College of Design and at Borsari. Reminiscences include drawing boards with T-squares, and the weekly occasion when the whole graphics department (B) piled into their only car for the journey to the pub. (B)



Frank Ewen joined the Company in 1961 as an apprentice. Following completion of his apprenticeship he has worked in CQD as a vibration laboratory technician and progressed to engineer in charge of the Climatics Laboratory. In the last fifteen years he has specialised in radio interference measurements in the field of EMC (electromagnetic compatibility), encompassing laboratory measurements and off-site work such as in-flight measurements on board a Nimrod.

Frank is now Deputy EMC Engineering Manager of the EMC Laboratory based at Gads Hill, Gillingham. In congratulating him on his achievement of working in CQD, man and boy, Ken Boardman Manager of CQD, described him as one of the Vestal Virgins of CQD untouched by the hands of other Divisions!



Reg Hales was presented with a mantel clock on his 25 year day. Reg is currently a Wireperson who after training worked in IND, ATED, ASC back to IND and then GSD. Reg met and married his wife while working in IND. As a hobby Reg does DIY. (A)



Tony Bounds was presented with a barometer. Currently a Wireperson with GSD, he started as an apprentice working in Fisher Control Valves, AS&RD and TACD. As a Wireperson he has been with Airspace Control Division, Airborne Computing Division, IND and GSD. Here he is seen with colleagues Ted Elvin and Stan Dale. (A)



Ian Bourn joined the Company in 1961 as a Fitter in Sheet Metal Division, moved to Radar Division in 1963 and to MACD in 1965, as a Wireman. Then to ATED in 1965 as a Wireman, remaining until 1978, when he became a Wiring Scheduler. In 1985 Ian joined the Production Engineering Dept. responsible for the Teradyne Tester, and in 1986 was promoted to Production Engineer responsible for all aspects of wiring. He is married with one daughter, and among his hobbies is Canoeing. (A)



Mike Hook was one of the last to do National Service which took him to RAF Gütersloh where he was in the Radio and Radar section.

After serving his time he returned to Kent and served an apprenticeship and gained his HNC. He joined this company in FID (later becoming ISD) working on such projects as the electro-mechanical air data computer for C-5A. In the early seventies he transferred to Gyro Division where he has been involved with gyro packs for Sea-Vixen, Jindivik, A4M, MK24 and more recently GPEOD, SCOT and Javelin.

For some years Mike had responsibility for the GR-H4 gyro and much of the development of the START solid state gyro. In recent years he has also been Project Manager for the Sting Ray CSU.

Mike is a keen aviation buff with an extensive photographic collection and the ability to readily identify different aircraft types and marks. He is also a collector of gauge 00 model railways.

Bob Ruggles made the presentation. (B)



Bill Howell joined MACD as a Production Tester after service in the Royal Navy. In 1963 he transferred to Flight Instruments Division (FID) working on VC10 computers and CSA air data modules. When FID and Aircraft Engine Instruments Division (AEID) joined to form ISD he transferred to the Production Test Equipment Team and remained there until he joined the Engineering Department in 1983 where he was responsible for all laboratory equipment, its calibration and repair. Bill just managed to get his 25 years in prior to his retirement later the same week.

Here Bill receives his presentation clock from Divisional Manager John Colston. See also Page 7. (B)



Bernard (Bert) Finan, Librarian, started with Elliott Bros from Short Bros, as a Technical Clerk in the ATE D.O.

Bert says his hobbies are horse racing and cards. He probably plays cards for money that he can then lose on the horses.

There is an annual event that he and his friend Dave Pritchard attend, and other friends have been known to have been invited, and that is Plumpton Races. Most of his leave is used up in odd days, presumably to go to the races – his gift should prove very useful.

Being an Irishman he is very good at telling stories – there's the time when he was using a pick in his garden and hit a gas main. Like the little boy who plugged the dyke, he stood there with his finger over the hole to prevent the gas coming out. Another time, he was driving his car down a road when the hooter came on and much to his embarrassment he could not switch it off.

He has a big heart and there is nothing he would not do for anybody.

He guards the stationery in the library as if it all belongs to him.

He goes to church every Sunday, as he is RC, and on the return journey always pops into the pub!

The above mentioned gift, binoculars, was handed over by Arthur Colwell. (A)



Mike Tomsett was presented with a clock by his Divisional Manager Keith Snelling. Mike, who is QA Manager, CACD, joined the Company after University and National Service. In his time he has worked for MACD, CQD, QCD and CACD.

Mike's outside interests include Rugby football and gardening. His wife Elizabeth came in to join the ceremony. (B)



Haskett Trophy 1986 Entrants

Mr. Alexander is pleased to announce that eleven entries for the 1986 Haskett Trophy Award have now been received and are listed here.

The entries are all of a high standard and the Adjudicating Panel will meet in April/May 1987.

New Displays for T2A – Total Terrain Avionics

Submitted by:
Mr D. J. Puleston
of ADD, GAv(R)

An Automated Electromagnetic Compatibility Production Test System

Submitted by:
Mr S. Fisher
Mr D. V. Lawrence
Mr B. Readhead
Mr A. Simmonds
of CACD, GAv(R)

Development of Nuclear Protection Device

Submitted by:
Mr C. D. Goodchild
Mr D. J. Lamer
of FARL, GAv(R)

Off-Axis Holographic HUD Design

Submitted by:
Dr D. J. Hubbard
of FARL, GAv(R)

Advanced Ground Station

Submitted by:
Mr T. J. Smith
Mr N. A. Watt
Mr P. Hemphall
of FCD, GAv(R)

Application of ADA in a Real Time Flight-worthy System

Submitted by:
Mr P. J. Lowrie
Mr M. O. Gamm
Mr G. P. Wade
Mr I. R. Sparks
of ISD, GAv(R)

Automated Powerplant Testing Unit

Submitted by:
Mr A. J. Fordham
Mr A. Taylor
of PSD, GAv(R)

Improved Mission Survivability with LCD Reversionary Instruments

Submitted by:
Mr T. J. Spearpoint
Mr M. P. Jones
Mr T. J. Rogers
of PSD, GAv(R)

AD3500 Communications System

Submitted by:
Mr K. N. Norton
Mr J. R. Little
of APD, GAv(Bs)

A Vehicle Correlator for the Nimrod AEW Radar

Submitted by:
Mr N. Duff
Ms D. Little
Mr W. Strawhorne
of Research Laboratory,
GAv(Bw)

Innovative Tooling Method Aids AEW Nimrod

Submitted by:
Mr D. Francis
Mr J. Hancock
Mr A. Smith
of Lightweight Structures
Department, GAv (Radlett)

Retirements

So many to record this time – here is a picture gallery of them with their bosses, friends and colleagues.



Tony Tomlinson, Section Leader, GSD Production Library (holding decanter) (A)



Geoff Nolan, Technical Author, CACD (A)



Ted Morgan, Project Administration Officer, ATED (B)



Ron Rogers, General Machinist, CMS (A)



Cyril Cawley, Building Maintenance Foreman, WES (B)



Fred Andrews, Technical Author, CACD (A)



Ted Wood, Stove Enamel Sprayer, CMS (A)



'Jack' Keskeys, Cost Supervisor, GAV Accounts (B)



Laurie Collier, Design Draughtsman, MASD Design (B)



Eileen Parsons, Stores Operative, GSD (B)



Bill Palmer, General Machinist, CMS (B)



Ena Dedman, Mailing Clerk, WES Post Room (A)



Ernie Stephens, Maintenance Fitter, CMS (B)



Ted Ord, Leading Hand, PSD Test with his wife **Hilda** who herself used to work here (B)



Ted Ward, Checker Draughtsman, ADD. The cake was for the completion of nearly 25 years (A)

www.rochesteravionicarchives.co.uk



Joyce Gillett, Contracts Clerk, CACD (A)



Bill Laverick, Tester, FCD also received 25 year service award (B)



Len Olver, Buyer, ATED (A)

Also just retired, **Ed Hawley**, Staff Financial Executive. Pending a picture, here is an extract from a letter received by Mr Alexander from Ed and his wife Kay.

"We wish to thank all friends and colleagues for the splendid farewell presents given to us on my retirement from the company. It has been a privilege and pleasure working with a marvellous team of so many talented people over the years.

We both wish you well and continuing success to the company and all our good friends who work there. Thank you once again for everything".

Kay and Ed Hawley



Sports and Social Club round up

GAV/BP "Comets" Annual Prize Winners

Boys under 11
Tie:
P. Pierce;
M. Judges;
A. Jibb

Boys under 13
R. Jibb

Boys under 17
R. Carpenter

Mens
R. Carpenter

Mens Open 100 yds Freestyle
M. Carpenter

Mens H40
R. Jibb

Mens Diving
R. Tyler

Medway Shield
R. Carpenter

Rose Trophy
S. Michie

Endeavour Trophy
C. Jibb

Best Improved Style
Boys
N. Coppard
Girls
J. Greest

Girls under 11
S. Moffett

Girls under 13
S. Hughes

Girls under 17
N. Holt

Ladies
N. Holt

Ladies Open 100 yds Freestyle
N. Holt

Ladies H40
N. Holt

Ladies Diving
N. Holt

Victor Ludorum
S. Hughes

Adults Progress Award
S. Atkinson

Best Improver
K. Samuels

Chairman's Cup
Z. McDonald

Jack Maude Life Saving Trophy
S. Moffett

Best Beginner
Tuesday
M. Covington

Thursday
H. Barton

Best Intermediate
Tuesday
D. Harvey

Thursday
S. Kennett

Chairman's Award
D. Dutton

Life Saving Awards
Best Lady
A. Baran
Best Man
A. Strike
Best Boy
R. Jibb
Best Girl
J. Baran

See Colour Pictures in Supplement

Gala Winners

Girls
Under 11
S. Moffett
Under 13
B. McDonald
Under 15
N. Holt

Boys
Under 11
P. Pearce
Under 13
R. Jibb
Under 15
M. Carpenter
Under 17
R. Carpenter

Splash Gala Winners

2 widths with float
C. Collins

2 widths
Girls
H. Barton
Boys
C. Phillips

One length
Girls
Z. Terry
Boys
D. Bean

Club Record

Congratulations to Paul Pearce who broke the Boys under 11 years 25 yards Freestyle Record in a time of 13.63 seconds. Old record was 14.30 seconds held by Robert Tyler.

Life Saving Competition

Rope Throwing
(Throw rope 10 metres & tow subject 10 metres)
M. Atkinson

Tow
(Swim 50 yards & tow subject 50 yards)
R. Jibb

Mother & baby

½ width
Age under 3
G. Dutton

Age under 5
J. Mistry

Congratulations on passing the R.L.S.S. Bronze Medallion

Michelle Crighton & Connie Gilbey

S.T.A. Distance Awards (Adults)

I. Venables 1,000m	T. Williams 25m
J. Venables 400m	D. Addeley 25m
M. Goodrum 50m	W. Hurlock 5m
M. Mistry 25m	

R.L.S.S. Safe Swimmers Award

Grades 1 & 2	A. Strike
M. Atkinson	L. Strike
S. Atkinson	

R.L.S.S. Water Safety Award

J. Prickett
M. Goodrum

R.L.S.S. Basic Resuscitation

S. Moffett
J. Baran
G. Baran

R.L.S.S. Aquanaut Awards

Grades 1 & 2	Grades 3 & 4
G. Meldrum	L. Strike
Grades 1, 2 & 3	M. Atkinson
J. Prickett	

R.L.S.S. Intermediate Award

	Age		Age
L. Strike	14	J. Barran	11
M. Holt	11	S. Moffett	10
N. Holt	13	J. Marshall	12
		R. Jibb	12

S.T.A. Teddy Bear Award

H. Dennison aged 7 years

A.S.A. Fish Badges

J. Baran aged 11 years 5,000m

GAV/Kent Club AGM

The AGM on 19th February, covering the 1985/86 operating year, heard from the Club President, **Bill Alexander**, of the continuing success and improvements at the club-house and in the various sections of the sports and social activity, now nearly 30 in number. Previously, Vice-Chairman **Peter Bird** and Treasurer **Mark Perry** had reported on the increasing popularity of events such as ParLOUR Derbies and Childrens' Discos, and on better

incomes from machines and bar receipts, as well as the generous contributions from the company.

Proposals accepted on a vote were the increase of membership subscriptions to 15p per week, and the granting of Honorary Life Membership to **Pauline Beidham**, Committee Member for 20 years and Yachting Section Secretary, shortly leaving; to **Enid Dell**, Secretary to the Club Secretary, retiring after 24 years;

and to **Jack Pateman**, who did so much to get the Club started.

This year there was no election for the Management Committee; unopposed nominations now serving are **Ernie Banks** (FCD), **Cyril Moffatt** (PSD), **Keith Jones** (AS&RD nights) and **Ray Newman** (AS&RD). Co-opted are **Jim Collins**, **Ron Goodchild** and **Lynn Barrett**.

Reaper Club

The Annual Christmas Party held in December literally went with a "bang", as 260 Crackers were pulled while dinner was being served.

An excellent dinner was provided by the Canteen Staff, and served pleasantly by the numerous waitresses, most of whom were in Fancy Dress, which added to the sense of occasion.

There were six important guests of the Club, including Mr. W. H. Alexander and Mrs. Alexander.

The visit of "Father Christmas" delighted the diners, and also mystified the assembly, until he was revealed as Mr. A. J. Harrison. It was a pleasure for him to share our evening, handing out gifts - from the Company - and looking so fit and well after his recent illness.

The dancing was to the music of Norman Williams. Mrs. Alexander kindly drew out the tickets for the Raffle prize winners.

The January meeting fell a victim to the Arctic conditions, and was cancelled. The A.G.M. was held at the February meeting.

Model Railway Club

(A Section of the GAv/BP Kent Club)

As a result of recent donations, the Wisdom Hospice in St. Williams Way Rochester have started a model railway for use by the patients of their newly opened Day Centre. As newcomers to the hobby, they experienced some difficulty in achieving satisfactory running of the layout.

After some consultation, some members of the GAv/BP Kent Model Railway Club recently spent an evening at the Day Centre, working on the layout. We were able to

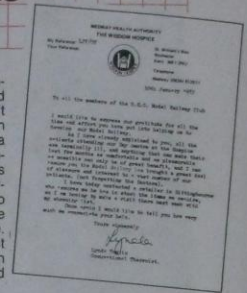
re-lay the existing track on that occasion which meant that the performance of the layout was improved and also that the layout was continuously available for use by the patients.

I would like to add my thanks to those expressed by Mrs. Lynda Tomkin of the Wisdom Hospice, in her letter to those members who were able to help out on this occasion.

Another visit has now been arranged so that we may

extend the layout, by converting it to double track and adding some more sidings. It is our intention to maintain contact with Mrs. Lynda Tomkin so that we can maintain the track, locomotives and stock such that the layout provides good service to the day patients for some considerable time to come. Please feel free to contact me for more information on this, or any other related topic.

Mark Snowden Secretary



Club-House attractions

MARCH
Over 50's Evening
on SATURDAY
21 MARCH
Shery at 7.15 pm
Dancing to
"MISTY"
7.30-11.30 pm
Tickets: £1
from
J. Collins
(Extn. 3217)
and
M. Finch at
Clubhouse
Coach seats must
be booked in
advance
(Extn. 4058)
Music in the Bar
on FRIDAY
27 MARCH
"FRENCH
KISSES"

AN EVENING AT THE RACES!!
on SATURDAYS
28 MARCH
and
16 MAY
8 pm
Filmed Races (8)
Betting Units: 20p
APRIL
CHILDREN'S DISCO
with
"X-OCET"
on FRIDAY
3 APRIL 7-10 pm
SUB AQUA SPRING DISCO
on FRIDAY
10 APRIL
7.30-Midnight
Admission: £1.50
Tickets from:
Sub Aqua
Committee and
Club Bar

EASTER DANCE
with
"PEBBLE MILL"
on SATURDAY
18 APRIL
7.45-11.45 pm
(Bar closes
11.30 pm)
Music in the Bar
on FRIDAY
24 APRIL
"COCKNEY PRIDE"
SATURDAY
25 APRIL
APPRENTICES' CHARITY DISCO
"OMEGA"
Tickets: 50p
from
Hopewell Drive
or Club Bar

MAY
CHILDREN'S DISCO
with
"A + A DISCO"
on FRIDAY
1st MAY
7-10 pm
MAYTIME DANCE
with
"SPIRAL"
on SATURDAY
2 MAY
7.45-11.45 pm
THE TONY FALCON DUO
providing Music in
CLUB LOUNGE
on FRIDAY
8 MAY

BARN DANCE
with
"JEZREELS"
on SATURDAY
9 MAY
7.45-11.45 pm
SPRING BANK HOLIDAY DANCE
with
"MESCALERO"
on SATURDAY
23 MAY
7.45-11.45 pm
"HAPPY DAZE"
DANCE
on SATURDAY
30 MAY
7.45-11.45 pm

POOL OPEN
GOOD FRIDAY and EASTER MONDAY
17 and 20 APRIL
11-1 pm
and
4-8 pm
Also
Bank Holidays
4 May &
25 May
GENERAL SWIMMING SESSIONS
Four mornings from 11 am-1 pm
WEDNESDAY/FRIDAY/
SATURDAY/SUNDAY
and
Five afternoons from 4-6 pm
MONDAY/WEDNESDAY/
FRIDAY/SATURDAY/SUNDAY

Bless This Ship

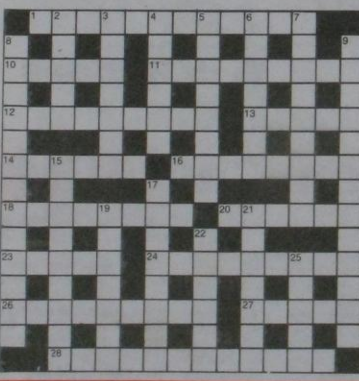
Following the acquisition of their new craft, a GAv/BP SUB-AQUA CLUB decided to hold a Boat Naming Contest.
The winning name is 'DIVE ASUNDER' which was submitted by Mr. D. Reddick. The Sub-Aqua Club have subsequently awarded Mr. Reddick £10 for his winning suggestion.

GAv/BP KENT CLUB Issue of new Membership Cards

Full Members (White Inserts)
The issue of cards will be made by the Divisional Administration Officers. Full Members should receive their cards by 1st April, 1987.
Full Members Under 18 Years of Age (Green Inserts)
Members upon reaching their 18th Birthday should exchange their green insert to a white insert from J. M. Collins' office (Snack Bar).
Associate Members (Pink Inserts) Wife/Husband
Members wishing to exchange their Wife's/Husband's Associate Members card should see Mrs. E. C. Papworth at the Social Club Office in the Snack Bar.
Junior Membership Cards remain unchanged. As from 1st April, 1987 no member will be admitted into the Club House without their NEW membership card.

Subscriptions

At the recent AGM proposals for an increase in Membership fees were accepted. Effective 1st April Full Membership is 15p per week Other fees pro-rata.



Crossword No. 82

For amusement only

Across

- The terminal point reached. (3-6-3)
- A washing powder or T.V. connection. (5)
- A legendary female of great beauty. (9)
- Form of standard of continental neighbours. (9)
- A girls name. (5)
- A gambling hall. (6)
- Individuality absolute sameness. (8)
- An ancient form of punishment at the post. (8)

- An American state. (6)
- They go together with poor. (5)
- A sporting tumbler. (9)
- A surgeon is needed to carry out. (9)
- A metric measure. (5)
- To reduce someone to a basic level. (4-4-1-3)

Down

- A place in the Caribbean. (5)
- Could be a hot-air version. (7)
- Some say should be warmed before brewing. (3-3)

- Hooray! The place for gold. (8)
- An old boy of famous school. (7)
- The science of food control. (9)
- Small panes set in lead. (7-6)
- The games are in secure hands. (6-7)
- With this ramblers may rest before crossing fence. (5-4)
- Never changing. (8)
- It may be refund or cash return. (3-4)
- An edging flower. (7)
- Before the present time. (3-3)
- Was a religious tax. (5)

Solution to Crossword No. 81

Across
1. Picture postcard; 8. Pound-age; 9. Always; 11. Eats; 12. Horse sense; 13. Hoist; 15. Peroxide; 19. Agnostic; 20. Lyric; 23. Fatherhood; 25. Mary; 27. Ice bag; 28. Angelica; 29. Hit the headlines.
Down
1. Puppet; 2. Count down; 3. Urdu; 4. Eggs on; 5. Tall story; 6. Again; 7. Dishovel; 10. Askew; 14. Sassenach; 16. Imitation; 17. Bad faith; 18. Might; 21. Cornea; 22. By-pass; 24. Theft; 26. Meal.

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.

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