

## ACHIEVEMENTS REWARDED

### COMMERCIAL TRAINING BRINGS MARKETING PRIZE

**MELANIE WILLS, Commercial Assistant in AS&RD, has gained the distinction of winning the Institute of Marketing — Kent Branch, Student Marketing Award 1985.**

Melanie began her employment with GEC Avionics in September 1982 as a Commercial Trainee, and as part of her training undertook day release studies at Mid-Kent College of Higher and Further Education, Fort Horsted. Training periods were spent in FCD Contracts, ADD Cost and Budget, AT&D Stock Control, Accounts, AS&RD Purchasing, and AS&RD Contracts where she has taken up her first job. The culmination of her studies for BTEC Higher National Certificate (Business Studies) with Marketing Option was the presentation of the Award by Chris Bunting, Chairman of the Institute of Marketing, Kent Branch, at Veglio's Restaurant on 26th November. To mark her achievement, the I of M awarded a splendid trophy to Melanie, accompanied by the offer of one week's residential training with the I of M to be held in Berkshire during 1986.



Congratulating Melanie are (l-r) Mike Barton, Divisional Manager AS&RD, Glyn Thomas, General Manager, Don Short, Training Supervisor, and Jim Casey, Manager, Works Services.

At the ceremony were Ian Hinchliffe, District Marketing Manager of British Telecom, North Downs and Weald District, who sponsored the award, also Chesney Richmond, President of Kent Branch I of M, and Michael Andrea, past Chairman I of M.

Following her presentation, Melanie

said that she was proud to have been nominated and also very pleased with her Award. She added that she was looking forward to her residential course next year with the Institute which she felt sure would enhance her future career. Maybe she can still find time for her badminton and netball.

*May all employees have a very happy and blessed Christmas and a satisfying and healthy 1986*

### FIRST FLIGHT OF AM-X PROTOTYPE IN BRAZIL

IN Brazil on Wednesday 16th October the first flight successfully took place of the Brazilian AM-X Prototype aircraft, designated number 4.

The flight lasted 1½ hours and the behaviour of the jointly designed and manufactured Aeritalia - GEC/GEC Avionics Electronic Flight Control System was said to be good, with no report of any problems.

This is a significant milestone in the overall development phase and adds another Country to the list of those performing first flights with GEC Avionics Flight Control Systems. CAD anticipate receiving the first production order for AM-X equipment shortly.

The Italian aircraft is well into its trials programme and has now completed over 150 hours of flight.

## INTO 1986 Annual Review of Activities

Have you received your copy? Every GAV employee should have received a personal copy by the time this GAV News appears. If you were on leave or sick, check with your divisional Administration Officer. Any other readers (e.g. retired) who would like one, please contact the Editor.

## GEC Avionics Prizes for Open University

Mr Alexander recently presented GEC Avionics Prizes to two Open University graduates, Leslie Brown from Ashstead, and Jacqui Goodall from Guildford.

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.

Leslie Brown is a Quality Engineer with Mullards, Mitcham, and has been in electronics since National Service with REME. In ten of the eleven OU course units he has completed he was awarded distinctions. Jacqui Goodall is currently doing part-time accountancy work, and has moved around with a number of her soldier husband's different postings.

Following the presentation, which was also attended by a representative from the OU, the prizewinners were entertained to lunch and then shown some of the company's work by AT&D's Chief Engineer, Sue Marsh.

## EAP MILESTONES

Equipment supplied by AT&D and CACD is being successfully delivered on time. This is helping to keep the building of the demonstrator in the Experimental Aircraft Programme at BAe Warton broadly on target.

AT&D's 'Beta Box' 1553B Test Unit was used for over 600 hours since delivery in June, prior to being moved on to the airframe proper in October for continuation of the avionics integration phase. Also the originally delivered wire-wrap engineering circuit boards have now been replaced with a set of production-standard PCBs to ensure the highest possible reliability level. It is now acknowledged by BAe that the Beta Box is one of the few items of equipment necessary to ensure that the maiden flight date for EAP of May 1986 can be achieved — prior to a hoped-for public debut at Farnborough.

CACD's Flight Control System flight standard equipment, manufactured at Rochester and by Bodenseewerk in Germany, has been delivered in line with BAe schedules, to be followed shortly by additional spare equipment, and some units from LITEF. Also, initial Flight Control Computer software deliveries have consistently been made on time throughout the year. This task is about twice as large as the Jaguar FBW software, yet it is anticipated that overall a similar amount of manpower will be needed — twice as efficient. The Software Group's substantial experience, on earlier projects such as Jaguar Fly-by-Wire, Tornado, and AM-X is really paying off.

The first on-aircraft FCS tests were carried out in late November — no major problems were found.

Well done to everybody concerned.



On Sunday, 27th October, a major milestone was achieved in the Experimental Aircraft Programme when the demonstrator was towed from its final assembly point in No. 2 Hangar at Warton on to the weighbridge in No. 3 Hangar.

The airframe is, in the main, structurally complete. Whilst on the weighbridge, the aircraft was filled with fuel. Calibration checks were carried out to prove the software of the fuel management control system and to confirm the centre of gravity calculations.



The AT&E team with BAe people, and the Test System, alongside the EAP aircraft. They have cause to look happy — this is one of the first pieces of GAV equipment to be attached to the aircraft.  
L-R: John Alcock (BAe), Kevin Dawson, Peter Thomas, Chris Whyton, Mark Stimson (AT&D), Brian Carr (BAe).



**GEC Avionics News**  
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Volunteers should offer their service through Divisional Administration Officers or direct to the Editor.



## SUNSHINE '86

Pickfords Travel, who are already running the Holiday Shop in the Canteen, will be holding their second annual holiday exhibition at the Crest Hotel, Rochester Airport on Sunday 12th January commencing at 10am and finishing at 4pm.

Admission is free, and of course there is ample parking space available for those wishing to bring their cars.

Sixteen tour operators will be present at the exhibition including Thomsons, Intasun, Global, Enterprise, Lancaster, Rank Travel, Butlins, Cosmos, Yugotours, Blue Sky and National Holi-

days, and a feature at the exhibition will be a fully manned travel desk to enable people to book their holiday on the day in the company of their family.

There will be a number of free raffles throughout the day, plus a surprise item which will be announced on Tuesday 7th January in the Chatham Standard and through posters on the various company noticeboards.

All staff, families and friends of GAV employees will be warmly welcomed at the exhibition for what we are sure will be an enjoyable day.

## SENIOR CITIZEN RAILCARDS

Management is at present discussing with British Rail a scheme whereby all present employees aged 60 or over with a minimum of five years' continuous service with the Company will be offered free of charge a Senior Citizen's Railcard if they wish to avail themselves of the offer. The Company will meet the cost. All members of the Reaper Club for retired employees will also be given the same opportunity.

These Railcards offer five main benefits:

- 1/2 off Saver Tickets which are mainly for second class journeys over 55 miles in the London and South East area.
- 1/2 off Cheap Day Returns which are for second class travel up to about

50 miles on off-peak trains.

- 1/2 off Standard Day Returns on any train usually when Cheap Day returns or Saver tickets are not available.
- 1/2 off Standard Return tickets if you are staying away for more than a month.
- 1/2 off Standard Single tickets.

There are additional benefits e.g. on second class journeys you can take up to 4 children with you for only £1 each but full details will be given to all those eligible when details are finalised.

Be patient — all those eligible will be contacted by the Personnel Department in the near future.

## BEGINNERS PLEASE — Stage Call for Hospital Radio Actors

Have you ever listened to a play on the radio, or watched one on TV? At the end have you sat bemused, lost for words, wondering how such drivel came to be called "Entertainment"?

If you would prefer a strong story-line to a political "message", would like to know exactly what's going on, with a beginning, a middle and an end, instead of having to possess a degree in philosophy to understand the thing, then you and I are of like minds.

First of all, let me introduce myself. My name is Geoffrey Hall, and I write and direct plays for Hospital Radio. The reason I'm writing this piece is because I'm on the lookout for people to act in them.

I'd like to work with about 10 people — the average cast number in each play. Ideally, there would be 5 women and 5 men, but one can't have everything.

The thing is, once the Actor/Actress has been chosen, that person, if possible, would act in **all** the plays to be recorded (about 5 a

year). It would be like a Repertory Company, so a degree of commitment is needed.

Acting in plays which are being recorded, as opposed to those that are acted on a stage in front of an audience, is quite different in many ways.

Firstly, although you need to read the script to know what the play is about, you will **not** have to learn the lines, as you will have the script with you during recording. Secondly, when saying your lines into a microphone your performance would have to be "held back". That is to say, you would not have to "project" your voice as you would on stage because the recording equipment might not be able to handle it.

I have a recording of one of my plays available, so if you are interested in hearing it and would like to take part, please ring me on Medway 48225.

Geoffrey Hall,  
 (Husband of Sandra Hall, of the Canteen Staff)

## Sunday Collections in Rural Kent

Guess what leaves Aylesford Post Office at 3 p.m. on Sunday afternoon? No, it's not Postman Pat, and his black and white cat, doing the only Sunday collection in the country, it's a guided tour.

Aylesford is a very picturesque Kent village, with an energetic local historian, John Vigar takes guided tours each Sunday, and pre-booked tours at other times. These cost as little as £2.00 per head which includes a home made tea. Slide shows are available, should the

weather make stepping outside a dangerous proposition.

On the tours you will be able to visit buildings normally closed to the public, but should you wish to do your own thing, then trail leaflets are available for a mere 25 pence.

For further information, contact John Vigar, Chairman, The Aylesford Society, The White House, Rochester Road, Aylesford, Maidstone, Kent ME20 7BL on Maidstone 78118.



## The Royal Aeronautical Society Medway Branch

REVISED 1986 Medway Branch Programme

1986

Jan. 15 Naval Aviation — The First Decade  
 Feb. 19 Low Level Night Attack  
 March 19 Flight Simulators  
 Joint IEE, IERE/RAeS Meeting  
 April 18 To be announced.  
 May 16 AGM — Film Show.

G. Mottram  
 J.F. Fisher  
 A.J. Warrell

All lectures on third Wednesday of each month in main canteen.  
 All start 7.00 p.m.

## BLOOD DONORS

Surgery have received a letter of thanks from the Blood Transfusion Service, for all who took part in the October session.

The total collected was 616 units. For your diaries, next visits will be: 17th March for one week 20th October for one week.

## GEC Avionics CENTRAL CHARITY FUND AGM

The Second Annual General Meeting of the GEC Avionics Ltd., Rochester, Central Charity Fund was held on Wednesday 9th October. This account is taken from draft minutes which will be submitted to the next AGM.

Mr J. Roberts (Chairman) opened the meeting and welcomed those members who had been able to attend. He said that he would have preferred to see more members present but hoped that the small numbers in attendance indicated that generally speaking the members were satisfied with the way business was being conducted by the Committee (for list of Committee members see below). The Chairman stated that he was particularly pleased to see Mr W H Alexander (Assistant Managing Director) present. The Committee was very grateful to the Company for the financial support — at present £1,000 per annum — which it receives.

The minutes of the last A.G.M. were approved and signed.

The Secretary's Report was presented by Mr Roberts who pointed out that most of the factual and important details of the activities of the Fund and its Committee would be covered in the Treasurer's Report. He said that 64 new members had been recruited as a result of a publicity exercise in the GAV News. How successful the Fund was, depended entirely on the level of membership and unfortunately only a small percentage of employees at Rochester had become members. Because of the limited funds available only limited help could be given to many worthwhile appeals. He stressed however that if any employee knew of a worthwhile cause, particularly a local one, the Committee would be pleased to have details.

Discussion then took place as to possible ways and means of publicising the Fund with a view to attracting additional members.

The Secretary's Report was adopted — proposer Mr W H Alexander, seconded by Mr J D Ainley.

The Treasurer's Report is summarised by the statements below.

The Treasurer was thanked for his report which was adopted — proposer Mr J D Ainley, seconded by Mrs P Turner.

In reply to questions, Mr Handley explained that covenants were being considered where individual charities were being helped on an annual basis. Details would be obtained from GEC, Stanhope Gate, of charities which they helped nationally to avoid unnecessary duplication. Preference would continue to be given to local charities.

Mr Alexander proposed a vote of thanks to all members of the Committee for their efforts during the past year. This was seconded by Mr J D Ainley and passed unanimously.

### Central Charity Fund Committee

Mr J H Roberts	Chairman
Mr B C Handley	Treasurer
Mr C R Reese	Management Representative
Mrs E C McMillan	Personnel Department Representative
Mrs P Turner	APEX Representative
Mr L Berriman	Foremen's Representative
Mr R Fudge	Monthly Staff Representative
Mr K Castle	TASS Representative
Vacant	Manual Workers Representative



**GEC Avionics News speaks on behalf of its readers and countless friends and colleagues, from inside and outside the company, in expressing deep grief over the loss of BARRIE ALLEN, DEREK WOOD and DAVID PUTT in the company aircraft accident on 20 November. We trust the widespread expressions of sympathy which we have all been receiving will give comfort to their families and strength to us all. To the families we offer our condolences and proud memories. The following tributes have been offered by colleagues in their Divisions who knew them best.**

Derek Wood, who died tragically with his colleagues, had only recently moved to AS&RD as Technical Manager. The remainder of his time after joining the Company in 1977 from the RAF had been spent with ATED. For most of his 25 years in the RAF he had been an Engineering Officer, rising from Cadet to Wing Commander. It was the last part of his service, with CSDE at RAF Swanton Morley, that led to his joining our team.

"Woody", as he was affectionately known at Norwich, was appointed the Company's Project Manager there. His job was to oversee the engineering aspects of the MRSL team at Norwich, sub-contracted for the Tornado ATS programme, in concert with ATED staff at Rochester. Promoted to Engineering Manager on the project he returned to Rochester early in 1984.

Derek's tenacity of purpose, energy, staff loyalty and humour will be greatly missed by the Company and his colleagues. All proffer their deepest condolences to his wife Sue and the family.

*From Automatic Test Equipment Division.*

Barrie Allen's flying career began at Portland in 1966, when after advancing from Apprentice to Aircraft Artificer 1st Class, he became a trainee helicopter crewman. After five months' training in different aircraft, he joined a communication course at Lossiemouth. In the six weeks he was there, he became one of only two candidates selected for the task in hand — that of navigator/engineer in each of the 'barges' reserved for Naval Flag Officers.

The requirement was for a trained aircraft engineer able to assist with the operation of the aircraft in flight and act as steward, counsellor and diplomat to his own Admiral and to a host of civil and military dignitaries, a task requiring excellent appearance and manner, great tact and confidence and a total dedication. With all these, Barrie was eminently well provided. And so to late 1970, when his unit commander remarked upon his enthusiasm and professional skill, with the prophecy that Aircraft Artificer Allen "will doubtless become an indisputable asset in his new civilian employment". And so it proved.

After joining the Company at that time, Barrie carried out very similar tasks with our Aero Commander aircraft, and rapidly made his mark within the Company, impressing all with his cheerful enthusiasm. But he had a keen ambition to progress to the 'left-hand seat', and having obtained a private pilot's licence, he pushed ahead to an Instructor's rating, and built up the essential flying hours at weekends until he was able to take the examination for a commercial licence and instrument rating.

By 1973 he had his 'twin' rating, and in 1975 converted to the Navajo. Barrie had become the well-liked and trusted Company Pilot that we all remember, seldom happier than when fulfilling, as he saw it, his personal vocation.

*From Rochester Airport Services.*

The crash of the Company aircraft, in which so sadly the pilot and two key members of AS&RD were killed, came as an unbelievable shock to all members

of this Division. Derek Wood was our new Technical Manager, having been with us less than two months, and David Putt was our most experienced Senior Logistics Engineer.

David, who had been with the Company for some 23 years, started his working life as an apprentice with BOAC. He followed this with national service in the RAF and then joined Rank Cintel to work on the Buccaneer Strike Sight. Soon after that this Company took over Rank Cintel and he moved to Rochester and worked for DADD, at that time the Division for airborne displays and ATE. In 1969 he moved with the Company to Atlanta in the United States and worked for 18 months as a Project Engineer on the Corsair HUD system. He then returned once more to Rochester and started his long association with AS&RD, initially as assistant to the Product Support Executive and finally as a Senior Logistics Engineer. His two great interests were his family and his work and we, his work colleagues, can only offer our deepest sympathy to his wife Rosemary and to Ashley and Samantha, his daughters. He was a loyal and hardworking member of the Company and a highly respected friend, and he will be very much missed.

In spite of his short time with us, Derek had made an immediate strong impression on the Division, and he too will be sadly missed. We would wish to associate ourselves with the tribute offered by ATED, his previous Division, and to join them in sending condolences to his wife and family.

*From Aviation Service and Repair Division.*

### Receipts & Payments Account –

Year Ended 31st March 1985

*(Ed. Note – this date is used to comply with Charities Commission requirements)*

	£
Balance at Bank 01.04.85	536.53
Contributions 1.04.84 – 31.03.85	
from the Company	922.13
from Employees	937.40
	<u>1859.53</u>
	2396.06
Bank Interest on Deposit Account	8.06
	<u>2404.12</u>
Less Donations made (see schedule below)	1609.00
Balance at Bank 31.03.85	<u>795.12</u>
Deposit Account	669.42
Current Account	125.70
	<u>£795.12</u>

Membership at 31st March 1985 – 190

### Donations made during Year Ended 31.03.85

	£
Kent Association of Boys Clubs	100.00
Rochester Veterans Club	50.00
Kent Association for the Disabled	100.00
Sponsored "Press-Up" Appeal – Cystic Fibrosis	95.00
Gillingham Social Education Centre	10.00
Chatham Old Peoples Welfare	100.00
Medway Adventure and Resources Mobile Unit	25.00
Soldiers, Sailors & Airmans Association	50.00
St. Johns Ambulance Brigade	150.00
Air Training Corps	50.00
Leukaemia Research Fund	250.00
United Players	10.00
Childrens Activities Group	25.00
Y.M.C.A. Canoe Club	15.00
Maidstone Gilbert & Sullivan Society	15.00
Medway Lions Club	20.00
Jodie Woodward Appeal Fund	20.00
Rochester Arts Orchestra	20.00
British Association for the Blind	20.00
Kent Branch British Red Cross Society	69.00
Ethiopian Famine Relief	50.00
Brook Hospital Scanner Appeal	50.00
Gillingham Water Activities Centre	20.00
Kent Association for Spina Bifida	50.00
Canterbury Wheelchair Basketball Club	20.00
Medway Towns Victims Support Scheme	25.00
Kent Schools Glyndebourne Trust	50.00
Help the Aged	50.00
Chatham Old Peoples Welfare	50.00
Kent Schools Netball Association	50.00
	<u>1609.00</u>

### Financial Position at 30.9.85

	£
Balance at Bank 01.04.85	795.12
Contributions 01.04.85 – 30.09.85	
from the Company	1000.00
from Employees	525.10
	<u>1525.10</u>
	2320.22
Bank Interest Received	31.34
	<u>2351.56</u>
Less Donations made to –	
Warren Wood C.P. School	50.00
Electrical & Electronics Industries	
Benevolent Association (Kent Branch)	100.00
Nepal Medical Visit (Miss Tracey Gibb)	20.00
Rotary Club of Gillingham (Child Assessment & Care Centre)	25.00
Thames Canoe Venture (M. Doggett)	50.00
David Pinder Appeal	25.00
The Samaritans (Local Branch)	50.00
A. Holbrow (Operation Raleigh)	50.00
	<u>370.00</u>
	<u>1981.56</u>
Deposit Account	1643.46
Current Account	338.10
	<u>£1981.56</u>

Further Donations totalling £600 were made at a meeting of the Fund held on 1st October.

Membership now stands at 230



## CORRECTION — HISTORIC DOCKYARD

Apologies to the Chatham Historic Dockyard Trust — for misleading information given last month in the item on the Dockyard's history.

Reference was made to free admission and a charge being made only for entry to the Visitors Centre. In fact, a

charge is made which includes car parking and admission to all the facilities now open, including the Visitors Centre, this charge of £1 (reduced for children) has to be paid at the centre on arrival in the Historic Dockyard — the car park is next to the centre.

## CHESSMAN AND HIS MEN!



**Roger Suitters**, a technician working in the clean room at AS&RD is so involved in his hobby of chess, that to make his game more satisfying he designs and manufactures his own chessboards and pieces.

Roger began experimenting with various moulding techniques back in 1979 and over the years his method of manufacturing the pieces has been perfected. Roger was at pains to point out that there were not any short-cuts to perfect the moulding, expensive equipment has had to be purchased and experimented with. The equipment that Roger is currently using includes vacuum chambers, settling vibrators and specialised washing equipment.

Despite the "new" technology it still takes around two weeks of Roger's spare time to make a chess set to his exacting standards and demanding specifications.

The early chess sets came in for some criticism from his workmates, but as Roger's techniques clearly improved, so did the demand for his sets, so that now he has more potential customers than he can immediately satisfy. (Further details may be obtained from Roger by telephoning him on Medway 668261).

One might think that chess is Roger's only hobby, although he admits that it takes up most of his spare time, he also collects old porcelain figures from

markets, corrects any blemishes, then applies his own techniques to create moulds from them.

*Roger has supplied this brief history of the game of chess, and a chess puzzle. (The answer of which will be published next issue.)*

"The first name for Chess (meaning the Royal Game or Game of Kings), was SANSKRIT, one of the CHATURANGA — literally "Four Members". This was also the Indian word for "Army" probably because of the four components made up of elephants, chariots, horse and foot. Through the ages Chaturanga was shortened to SCHAH (Persian King).

Checkmate is traceable to the Persian "SHAH-MAAT" meaning the King is paralysed, helpless and defeated.

Several legends connect chess with the game NARD (Backgammon), and in its earliest manifestations could, with the option, be played with dice. This continued, while the church frowned upon the game, up to the late Twelfth Century. To advance the game the pawn move was modified, and in 1840, got only did the Queen gain more power, but the Bishop lost the right to jump over pieces, and then finally Castle-ing was introduced. The game's popularity increased, and led to the first International Tournament held in London in 1851."

## 'BP's' IDENTITY REVEALED

Who is 'BP' who draws most of our cartoons? Brenda Pearson of FCD has agreed to lift the wraps a little — here is her account of her background and work with the company.

I began work with the company as a Tracer in AEID on 18 December 1967, just in time for Christmas.

I have since worked in several Divisions, not at my own request but through circumstances. I was on loan to TAC for a fortnight, but stayed six months! Next I was sent to FID and was the first member of AEID to be amalgamated into what is now called ISD. I got caught up in the redundancies of the 1970s, but transferred to IND. When that Division began to get a bit wobbly, I was beginning to think I must be a jinx.

My next Division was FCD, where I became a Draughtswoman (or Draughtsperson, as it is now called)! At the moment I am still there, fingers crossed!

My hobbies include acting — I'm a member of Rainham Amateur Theatrical Society, and writing. I have written the story for three full-length musicals and one pantomime, all of which have been produced. Also painting, I mostly paint stage scenery, which tends to be destroyed at the end of the show. I keep meaning to take up oil painting again, but don't seem to have the time. Gardening, again, I never seem to have the time to do it properly, but I do enjoy it, knitting, a winter pastime, and seeing the funny side of things: That's why I do the cartoons!



## ANDY'S CRATE ESCAPE

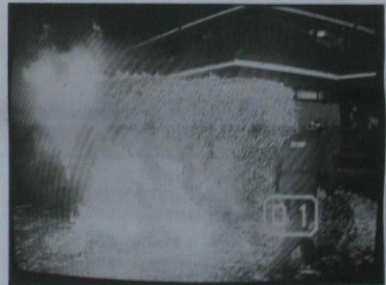
Andy Fogg, Site Engineer with ATED who is working at Milton Keynes, found himself before the eyes of millions after being "selected" for a spectacular stunt on the BBC's Noel Edmonds Late Late Breakfast Show. This involved being chained to a large motorbike, backwards and needing to escape from a blazing packing crate. Andy said the controls were all wrong too.

By the Thursday of a week's training course with professional stunt men, Andy was ready for a "warm one". That went without a hitch so the Friday was a day off, except for the gaining of dutch courage with the film crew. Saturday's hangover was washed away by the pouring rain, and by the end of the day's rehearsals at the National Motorcycle Museum Andy was deprived of warmth, appetite and the power of speech — which may surprise his friends.

The actual stunt, broadcast live, enabled Andy to get warm again, he said it went really well, resulting only in a nicely singed pair of eyelashes. "What a way to spend a week!"



Chained up and ready to go.



Warming up



Safely out

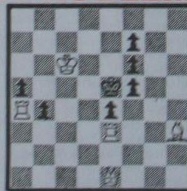
Off-screen pictures by the Editor, printed by kind courtesy of the BBC.

## MARTIN WELLER'S WALKS FOR CHARITY

Always seeming to be on the march, Martin, Jig and Toof Draughtsman in CACD, has presented the Central Charly Fund with £90 received from sponsors of his walk along the North Downs Way, from Farnham to Dover, about 135 miles. This was last September, and was completed in 8 days. Martin asked the CCF to consider the Leukemia Research Fund or Handicapped Children. Next year, he plans to walk the South Downs Way, bits of North Downs Way still left to do, and the Pembrokeshire Coast Walk. Hopefully we can announce his plans when ready and find more potential sponsors.

## CHESS PROBLEM

Problem No 1  
First of a series —  
Solution Next issue



Solve this puzzle if you can!  
— Write to move and mate in two.

Problems and solutions are reproduced by kind permission of Elliot, Right Way Books, Kingwood, Surrey, Publishers of "Pick of the Best Chess Problems" by B.P. Barnes.





# LONG SERVICE ASSOCIATION DINNER DANCE



John Goodhand, Chairman of LSA.

Saturday 26th October saw a record attendance of about 500 at the second dinner-dance of the reconstituted Association. Principal guests were Jack Pateman and Derek Jackson, each of whom had attended at short notice in the absence of others; other speakers were President Dave Harries, and Chairman, John Goodhand.

Mr. Pateman commented on the increasing membership of the Association, now at 501 including 122 retired people. He gave a special welcome to the oldest member, Ernie Dunn, who started at Lewisham in 1926 and completed 51 years service, also to Ken Davis former Wages Manager, who had completed 30 years when he retired. Derek Jackson referred to the teamwork and enthusiasm he had found in his early days with the company, in the face of problems and late-running projects; he was proud to have been associated with so many people in them. John Goodhand gave a string of anecdotes about conditions

on late night working — do meat pies still get incinerated in environmental test ovens? He offered thanks to the LSA for the dinner-dance on behalf of the guests.

Flowers were presented to Mrs Rita Jackson (Edwards) by Dave Harries, who also thanked the committee for all their work, also to Mrs Harries by Pat Johnson, longest-serving lady member. To wind up, John Goodhand thanked the company for their assistance and facilities offered, the officers and members of committee, and to Jim Collins for organising the event, Don Freeman and his helpers, pianist Bert Robins — and toastmaster Patrick Stocks. Last but not least by far, everyone present applauded his thanks to Bill Gostling, to Chef, and to the canteen staff for the splendid dinner which had been enjoyed by all.

The tables were cleared away, reunions of friends old and new continued, and the evening was spent centred around the lounge bar and dancing to the music of the KLB Sound.



Derek Jackson, Chief Executive, Borehamwood.



Jack Pateman, Managing Director.



Dave Harries, President of LSA.



Mrs. Mary Harries after receiving her bouquet.



Committee — Ray Beevis, John Goodhand, Jim Collins, Ted Farbrace.



Dave Harries, Rita Jackson, and Toastmaster.



Ken Castle, Malcolm Ainsley, Ken Davis, and wives.



Groups of guests who were among the many enjoying the evening.



Alan Goodridge, Ted Butcher and George Munn from GSD, with their wives.



## OBITUARIES

**Robert (Reg) Pope** died at home on the 23rd October. Our deepest sympathies are extended to his family.

Reg retired in June 1981 and up until that time was employed in the Drawing Office of Flight Controls Division. He was a member of the Long Service Association having joined Elliott Bros (London) Ltd. Sheet Metal Division at Rochester in 1951.

Sheet Metal Division was disbanded in 1966 and Reg joined Transport Aircraft Controls Division Drawing Office; he was very soon involved in the VC10 and BAC 1-11 work programmes. Reg, a born and bred Welshman, left his home country in 1933 to look for work in the south and prior to his employment by Elliotts was employed by Short Brothers from 1935 until 1947, then to Swift & Swallow Scales.

Reg was popular among his colleagues and worked away in a quiet and unassuming role with a dry sense of humour. He was reliable in everything he undertook and was always ready with advice or practical help when the occasion arose. He will be long remembered and missed by his many friends.



Sadly, a belated note concerning **Cyril Mepstead's** retirement is an obituary. Cyril, who joined the company in 1954, had risen from his post as labourer in Goods Inwards, to be Chief Clerk then Section Leader. In earlier days he had been a driver in the army and had worked at Burnett and Rolfe.

Pictured outside Phase III are  
Back row (l-r): Des Cass (ATED), Paul Davies (ADD), Andrew Free (MASD), Steve Harrall (ATED), Simon Jeffree (PSD), Chris Hollingworth (ADD), Mike Bingham (ISD), John Dhar (AS&RD), Bob Parsons (AS&RD).  
Front Row: Mark Endacott (MASD), Jenny Coleman (ISD), Lynda Bullford (GSD), Tony Horsley (ATED), Dave Want (C&CD), Rocky Metia (GSD).  
Not in picture, Graham Swindell (ADD), and the Training Officer involved, Julian Buckmaster.



## Suggestions Scheme

**Paul Brooke** of GSD receives an award of nearly £32 for his suggestion for an improvement in wiring methods to prevent damage during the gyro assembly process. Divisional Manager Bob Ruggles congratulated Paul. (A)



## SOFTWARE CONVERSION COURSE

The first course designed to prepare employees who had not necessarily been involved with computing for the rapidly increasing aspects of our work in real-time applications, finished recently and the participants are now settling into their new appointments in Divisions.

The course members, selected from a large number of applicants, spent 16 weeks starting last January on full-time study at Bromley College of Technology, followed by 6 weeks on-the-job back at Rochester. The course, developed from Manpower Services Commission TOPS' course experience gained by the College, included such topics as real time theory and applications, Pascal programming and software production principles, and finished with a 4-week team project to produce software for a fuel supply system for the mythical PanEuropa Humdingo aircraft.

A similar course for newly-recruited graduates' conversion to Software engineers is now in progress.

## Canteen Award



Canteen Manager Bill Gostling and his staff receive Management congratulations from Arthur Ellis, following the award of "Highly Commended" in the City Council of Rochester-upon-Medway's Clean Food Premises Award Scheme, as reported last month. (A)

## DARTS TROPHY GOES TO THE AMERICANS

### Bullseye at Atlanta!

To quote our Company President, H.D.F. Eagles, "You have beaten the English at our own game!" At last, an all American team prevailed at this year's Henry Hanon Darts Tournament. Over 110 Rec Club members and guests cheered their favourite teams!

As shown in the accompanying photograph, the winners, Frank Simpkins, Jim Welch and Bob Cochran, were all smiles as they accepted their first place trophies. The second place team of Hugh Smith, Steve Peters and Ron Bell (who had taken their darts training at the local pubs across the seas) were also awarded their trophies by Mr. Eagles.

The Americans hope to continue this tradition in years to come!

Lynn B. Bates



Left to Right: Frank Simpkins, H.D.F. Eagles, Jim Welch, Bob Cochran.



Left to Right: Steve Peters, Hugh Smith, Ron Bell.

## Your GEC Pensions Selected Benefit Scheme

Statements have been issued recently showing the position as at 5th April 1985. The following changes will be of particular interest to members:

### a) Benefits and Contributions

The benefits which will arise under SBS at retirement depend upon bonuses declared by the Insurance Companies from time to time. Future rates of bonus depend upon investment yields obtainable by the Insurers and these cannot be known in advance. SPT has determined what, in their opinion, is a reasonable basis upon which to make forecasts of the expected benefit secured by SBS contributions to assist members in making decisions regarding the level of contributions they need to make under SBS.

Since the 1984 statements were issued SPT has

reviewed its method of making these forecasts. The estimated benefits shown on the 1985 benefit statement reflect the application of this reappraisal to the existing benefits under SBS. **Most SBS contributors will find that the new estimate of retirement credit capital will be higher than the previous estimate.**

Benefit statements assume that SBS capital not taken at retirement in cash form would be applied to secure pensions under the GEC Plan and subject to the annual increases awarded in the Plan. The actual amount of pension secured will depend upon the immediate annuity rates which are in force at the time of retirement.

Some SBS members will find that although the estimated retirement credit capital (NOT the cash option), shown on their statement exceeds that previously forecast, the

estimated yearly pension per annum secured by this is less than was forecast last year. Any member can instead choose at retirement to apply SBS capital to purchase pensions which do not increase in which event a higher initial pension would be secured. (As a guide a fixed pension will be roughly 50% higher than the initial amount of increasing pension shown on the statement).

### b) Cash Options at Retirement

In 1984 the cash option printed on statements was that arising under the main pension scheme as increased by the estimated cash value arising at retirement under the Selected Benefit Scheme. This could of course exceed the maximum amount which the Inland Revenue Authorities would allow to be taken in cash form at retirement and for members over age 55 we printed a warning

message to that effect on the statements where this seemed to be material.

In response to requests from Units and PACS it is now considered more helpful to members to indicate on the statement the estimated amount of cash option which would be permitted on the assumption that a member's earnings remained unchanged until his retirement. The amount of benefit which can in practice be taken in cash form at retirement will depend upon earnings immediately preceding retirement the statement also indicates the percentage of final earnings estimated to be available as a cash option.

Members having other queries can obtain further information from Mrs J Crick (Personnel Department) or Mr K Castle (PAC member - ATED).



# National Young Employees Competition

*This is the story of the NYEC which, as already mentioned, stretched over several months, and even now is not over as a training exercise. There will be sessions at which the participants will pass on their experiences and learning to others.*

*It is written from the viewpoint of team members—who were not actually in the final four elected and were able to observe as well as take part. Jeremy Scriven and Graham Richards—the stage is yours.*

## The Beginning

On a Friday in May, 15 young employees were summoned to the training department by Derek "Stirling" Harvey. On arrival we were all introduced to Len Martin who was to be team manager. We were informed of the NYEC '85 and told that a squad of 7 from the 15 would be representing GEC Avionics Rochester at the forthcoming event to be held at Bwlth Wells, Wales in September. Reactions were mixed.



Derek Harvey gave us an introduction to the competition, the types of activities involved and skills required. A member of last year's team (who finished 19th in NYEC '84) gave us his first hand experience of the competition.

The level of commitment was explained, two - three evenings per week and weekends would be necessary in the months running up to the competition, in order to give us a realistic chance of winning. At this point we were given the option to decline the opportunity to represent GEC Avionics. We had to accept that we were the chosen few!

## Selection

Selection was carried out in two stages. A requirement of the competition was that all competitors had to be able to swim 25 metres fully clothed. The first stage was held at the GAvBP swimming pool where the fifteen potential team members were thrown in at the deep end fully clothed for sub zero temperatures, and required to swim a length.



The second stage consisted of the following:

Teamwork - Kate Morgan Training Officer, Physical Fitness - Len Martin, Principal Development Engineer, Problem Solving - John Clover, Group Production Manager, Interviews - David Perry, Training Services Manager

On the following Friday the fifteen were again summoned to the training department where the team was announced as:

Paul "Rambo" Bennett, Steve "Medusa" Gibson, Tim "Baseball bat" Horrell, Eddie "Superman" Jones, Micky "Hovis" Gordon, Graham "Buddha" Richards, Jeremy "Clown Feet" Scriven. Kit was issued to the team.



## Training

Our first exercise was basic fitness training with an Army PTI at Brompton barracks. This Wednesday night training with the army was to continue every week up to the competition.

The first training session was scheduled to last two hours. However after 40 minutes everybody was physically exhausted and the last hour was spent down at the pub. This training was handled admirably by everyone.



Our first simulation exercise was to be held overnight starting 8 pm Friday. The simulation lasted 8 hours, during which time the only rest we got was a 15 minute midnight feast consisting of soggy sandwiches and crushed bananas.

During the exercise we covered such activities as

map reading, homebuilt stretcher making, problem solving, rope work, bridging the gap.

The evening was conducted under a tight time schedule and we were constantly on the go with no respite. The night was wet and windy and some of the routes which we were forced to take in order to meet the time schedules were like swamps. Tired and weary we were faced with the daunting trek from Kits Coty to the top of Boxley Hill under a very tight time schedule, which meant the last half mile had to be run up Boxley Hill.

Later we were split into two teams, it was a race to complete some rope work exercises and to race home in our teams over 5 miles. The weather by now had deteriorated and at times we found ourselves running blind through fields because of the dense fog. Resisting the temptation of a taxi driver touting for business we stomped home despite the elements. We came past the factory gate and could see the comforting light of the canteen, on arrival we drank endless cups of coffee and took off a layer of sodden clothes. Trying to keep ourselves from sleep through sheer exhaustion, our illustrious leaders Messrs Harvey & Martin handed us a simple 1/2 hour logic test (not so simple at 4 in the morning). Marks ranged from bad to terrible. Tim Horrell's paper turned out to be an illogic test.

Training with the army continued every Wednesday. Although the first few weeks were very physical and tiring we soon grew to look forward to these evenings.

Training up until July was concentrated round individuals' fitness and skills, and very few exercises reflected any resemblance of teamwork.

Our first team event was against a team of ADD Superjerks. The competition was held at Brompton Barracks under the supervision of our PTI Tony - to whom a great deal of the team's success is attributable. The two teams competed in a number of events, held in the gymnasium and outside on the assault course. When we

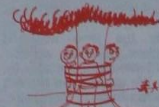
moved on to the assault course we were trailing miserably after losing events in which we should have done well. The first event on the assault course was close and we scraped a narrow victory. The final event was a disaster. Having humped telegraph poles round the assault course we started making silly mistakes and were being penalised accordingly, subsequently we were well beaten. A beating which we were not allowed to forget in a hurry - especially by the ADD Superjerks, who wrote us off from this moment. Unfortunately we were never given the chance of a rematch. This humiliating defeat raised the determination of the team.

## Team Building

Our next major training event was held at Graham Chiesman House in Orpington. The weekend course was designed to foster teamwork and to gain a greater understanding of each other. It was this weekend, the hard work and the enjoyment after hours (especially that of Baseball Bat Horrell) that brought us together as good friends as well as a team.

The location and facilities were perfect, self service bar in house, across the road a public house, both of which, of course, were supposed to be out of bounds.

The training at GCH helped us to cope with some of the problems which we were to face in the events leading up to the competition simulation in the Lake District. The time between these two events was spent learning rope skills, knots, and backwoods skills with the 38th Medway Scouts and



some of our army training was devoted to problem solving and short range orienteering.

## Competition Simulation

The four day simulation was held in the Lake District. After an 8 o'clock start in a hired minibus, after only five minutes came the problem-solving exercise, first how to find a garage with water to cure an overheating engine, second where to find the engine - under the seat. Hopefully there was to be no car mechanics in the competition.

After this hiccup we didn't come up against any further problems, well, that was until we stopped for some breakfast. We piled out of the bus only to find that we couldn't lock the rear door. Derek had to drive the bus around the car park to find a parking place where we could keep an eye on the bus from the Restaurant.



The journey was longer than we had envisaged previously, even though we were making good time, thanks to the trusty driving of Derek "Stirling (Moss)" Harvey, hence his nickname.

Sitting on a bus for 11 hours can become rather boring, as you can probably imagine, however being a well organised team we had remembered the "Trivial Pursuit", which kept us occupied for most of the journey.

The evening was upon us when we at last arrived at the Lakeland Training Centre where we were to spend the next 3 days. We were introduced to two members of staff, Richard and Andy, Andy was the spitting image of Rowan Atkinson's Black Adder or B.A. for short. They welcomed us to the centre and showed us our rooms.

We were all shattered after a day of travelling and were looking forward to a relaxing evening in the lounge area, with a couple of pints and early to bed for the next days activities.

We started to unpack our cases when Len and Derek came into the rooms and told us to get changed quickly as

we were to finish the day off with some orienteering. We all looked at each other and laughed, thinking he was joking, how wrong could we be. We were split into two groups and Andy and Richard the two instructors lead the groups out to the surrounding fields. Of course by now it was raining, and we were all soaked through to the skin in no time. What an evening!

## Cross Country

We started off with some orienteering and one of the groups did quite well and covered a fair few miles despite the conditions. The other group, who were under the supervision of Andy (BA) were not quite as fortunate and were soon off their track. Even BA was unsure, he tried to reassure the group that they were not far from home and that he knew roughly speaking their whereabouts.

The team's confidence however was soon shattered when they had to climb over a fence only to find a steep muddy bank on the other side which certain members of the group found easier than others to descend, probably due to the fact that they ended up going down it on their backs. By now they just wanted to get home, however this was not such a simple task and it wasn't until they came across a stream that they realised where they were, and at certain points it was impossible to continue without walking in the stream itself. To which Andy replied "Come on lads, its great this, up to your necks in mud."



The two teams finally arrived back at the centre at about 10.15 pm, wet, muddy and exhausted and ready for a shower and bed.

We kept asking ourselves whether the rest of the weekend was going to be like tonight, and we kept saying "No it can't be, or can it?" You guessed it! It was worse.



### A New Day

6.30 am we were woken and told there was a minibus downstairs waiting for us, and that it would be leaving in 5 minutes. We literally crawled out of our beds, grabbed our clothes and boots and dressed on the way down to the minibus. Still tired from the night before we were driven to a map reference and told our next exercise.

Back at 8.15, we had 15 minutes to get washed and changed before Breakfast.

After Breakfast we went straight into some rope exercises after which we were taken to a nearby quarry where our next feat was abseiling. We were driven to a rock face which was about 100 feet high. We had abseiled about 20 feet before, down at Toad Rocks in Tunbridge Wells, but this was something quite different. Slowly but surely we began to come down the face one by one. We all descended the face successfully. Then it was Derek's turn, we didn't think that he would abseil but he took a deep breath and with tremendous courage he lowered himself over the edge and began to descend. When he reached the bottom he was welcomed with cheers and applause. I think he surprised himself as well as the team.

After lunch on the Friday we travelled up to Lake Windermere (approx. 12 miles) to practice our rowing. When we arrived we had to walk through the town dressed only in our shorts and bright orange anoraks. What a sight!

The weather was deteriorating and the wind was getting up. When we reached the Boating Office we were confronted with a large sign which said, "Sorry, no rowing, due to bad weather." Andy and Richard tried to persuade the manager to allow us to use the boats but it was to no avail, but they did buy us all an ice cream instead - big deal.

Once we had got back to the Lakeland training centre we had time to have a good shower before the evening meal.

That evening we spent in the lounge. Richard gave a talk on first aid, and we discussed the team's performance over the day. The remainder of the evening was spent practising our knots, one of which, The Alpine Butterfly proved to be extremely useful in the forthcoming events and especially the competition.



### Water Sports

The next morning we were woken at 6.30 am and told that we had 3 minutes to get dressed for a swim in the small pond which was within the grounds of the training centre.

Still half asleep Len guided us to the pond and ordered us to swim a length. At 6.30 am in the morning you can probably imagine our reaction, the water was fresh running and that meant only one thing, it was going to be bloody cold. However like sheep we followed Len in one by one, and despite the temperature managed to swim to the nearest bank.

After a good breakfast, which we welcomed very much after our swim, we practiced some rope work exercises, which included bridging the gap. We were faced with the task of crossing a stream. Using nearby trees to assist us we managed, but fairly unsuccessfully, to complete the task, although Steve did manage to lose his knife from his pocket as his backside got rather wet as he crossed the rope bridge which we had built.



When these exercises were complete we were taken to the estuary where we were to practice the art of kayak paddling. Not as easy as it looks, believe us. We leapt into the kayaks eager to get started, this was when we came across our first problem, getting into the craft, because of their shape and size they tend to capsize very easily. By this time we were open to suggestions and we listened carefully to Andy and Richard's instructions.

They warned us of the necessity of keeping your balance once in motion, and before long Jeremy found out what they meant - he had capsized. Struggling and kicking he found, as did we all, the difficulty of getting out of the kayak once it had gone over. He finally surfaced a few seconds later having swallowed a good few pints of the estuary.

In a short while and following some expert tuition we all came to grips with the techniques and were managing to put a few strokes together as well as steering the craft in a forward direction rather than going round in circles.

We then moved onto the two man Canadian kayaks. These however were somewhat easier to master.



### Team Spirit

After lunch back at the Lakeland Centre we were divided into two teams. A mini competition was to be held.

This competition consisted of a number of events based around a common theme.

The first event was to retrieve a bomb from the centre of the pond using 3 barrels and logs.

However, when we came to build a raft to transport the team across the pond to retrieve the bomb, we discovered that somebody had played a dirty trick on us by supplying us with a punctured barrel. We had to compromise by using only two, which created quite a few problems with balance. However, the thought of going into the drink again ensured that both teams retrieved their respective bombs safely.

The second task was to transport the bomb across a rope bridge, without detaching it. The team of Mick, Steve, Eddie and Tim managed this quite successfully, however, Paul, Jeremy and Graham were less successful. They managed to explode their bomb before even getting it onto the bridge. Whilst the team were tensioning the rope bridge, Clown Feet Scriven managed to kick the bomb over causing it to explode - what a disaster!

The final event was raft building. For this event Mick changed teams. Both teams were quick to build their raft and despite a few early problems - such as turning the punctured barrel so that the hole was above the waterline both teams were soon afloat.

The team of three found this somewhat easier because they could balance each team member over each barrel. However the team of four were faced with some problems, and before long, because of the seating arrangements, cramp began to set in and as individuals moved so the raft became unstable and in a short while it was over. Already wet from the capsizing, Mick and Graham swam the raft to the finish with Mick and Paul paddling.

By the time we had reached the finish, we only had 2 minutes to get back for tea. We abandoned the raft and ran back to the centre. Not having time to change we had to sit at dinner, still wet and smelly from the river. At dinner Jeremy discovered that he was coming up in a rash. Andy managed to convince him that he should go

to the doctor's as soon as he got home, because of a disease called "Weals Disease" which can be caught by coming into contact with river sewerage. Jeremy, becoming somewhat concerned, started to scratch.

### Music and Dancing

That evening, we all had to do a turn, we had to hold the floor for about 5 minutes. The acts ranged from telling jokes to songs. The memorable act was a rendition of a Rugby song by Graham called "Father Abraham". This song stuck with us and on all journeys from then on, a chorus and actions could be seen and heard from the minibus.

The next morning (Sunday), we were up early again and it was down to the pond for another swim. We really knew how to enjoy ourselves!

We dried off quickly and practiced tensioning ropes before breakfast.



After breakfast it was out to the woods for our last exercise, full scale orienteering, to be carried out individually. We had to search after 10 markers, the majority of which were fairly difficult to find, at least we thought they were. At the end of the morning when everyone had returned the scores were tallied and the winner was Paul "Rambo" Bennett.

Back at the Lakeland Training Centre we showered and changed and packed our gear ready to leave. We said our good-byes and were soon on our way home.

It was then that team manager Len Martin asked us to carry out the hardest task of all. We had to make our own selection of the four members who we thought should be in the final team of four, and to give reasons for our selections.

Having completed our team selection and passed it to Len, we were told that the team of four would be announced on Wednesday.



Shattered from the weekend we tried to catch up on some lost sleep on the return journey.

On the following Wednesday we all gathered in the Snack Bar, where a very nervous Mr Harvey announced the team.

**Micky Gordon  
Tim Horrell  
Steve Gibson  
Eddie Jones**

The four were obviously over the moon at being selected but instead commiserated with the other three who had been unfortunate, and this really showed the amount of respect we had all built up for each other during the time we had spent together.

Although the events to follow were concentrated on the team, the others played a vital role in pushing them to their limits and identifying areas where improvement was needed.

The team were pushed harder and harder in the events to follow and the reserves did a good job, keeping them going in the stages leading up to the competition.

### The Competition

Royal Welsh Showground, Builth Wells, Wales, 7.45 am Wednesday 25th September.

Derek "Stirling" Harvey equipped with cheque book and heavy rfid foot waited with the minibus. Still half asleep the rest of us loaded suitcase after suitcase, then ourselves on to the bus.

Not long on the road our first disaster struck... Steve Gibson had forgotten the Trivial Pursuits. After finishing all the daily papers crosswords the only thing left to do was sleep. With Len's navigation and Derek's driving we were soon in Wales.

Looking like a group of Borstal inmates we arrived at Llangorse at about 4.30.

After unpacking and a quick bite to eat, it was straight to work, a brisk run to the lake. It was here that our first day's competition would be held, so now was a perfect chance to spy the land. We found canoes, kayaks, rowing boats, these couldn't all be in the competition, could they? Then we stumbled on stacks of wooden pallets, plastic drums, lengths of rope, blocks of concrete. "A raft!" we exclaimed, remembering our exploits in the lake district.

Wrong, they turned out to be lane markers for a canoe race.

Further round the lake we found an ideal place to practice inflating our survival bags and using them as buoyancy aids. After twenty minutes or so of freezing water and more than the odd glance from the bemused locals we headed back to the hotel. On the way back our first team task, a cow had become tangled in a fence.

Tim Horrell, hand reared on a farm, tried to free it unsuccessfully. A grateful farmer was called and the cow freed.

Now we were behind schedule it was a dash back to the hotel, for a quick shower and down for dinner. A peaceful evening was spent in the bar discussing the day's findings.



An early rise was called for on the Thursday and after a light breakfast of cereals, toast and marmalade, fruit juice, fried eggs and bacon and tea or coffee we set off for the Brecon Hills for a serious days training. Given an O.S. map of the area we marched on to several given points. After an hour or so of walking we reached the summit of the highest peak.

Here the team praised pinpoint mountain orienteering with encouraging results, all the time the three reserves observed and offered encouragement and constructive criticism. From here we stomped back to the van taking the shortest route possible (ideal for the competition as it turned out).

After a short break for lunch we were back on the road heading for Builth Wells and The Royal Welsh Showground. On arrival we were greeted with suspicious smiles so we turned tail and headed back to Llangorse to practise some rope and knot work.

Back in the bar for the final night before the competition, the atmosphere changed. The team members became quiet and thoughtful. The importance and reality of the competition had sunk in. By 10 pm everybody was in bed. How much sleep everybody got nobody is certain, but now the nerves had started.

The first day of the competition everybody was up early, packing bags and sorting kit. By 10 am we had left the hotel and were heading for the showground.

As soon as we arrived we started weighing up the opposition. After checking in it was straight to the main hall to hang the flags and banners. Our first triumph, our flag was hung the highest, right above the stage.

Having checked in at 11.00 there was a tortuous 1½ hour wait till everybody had checked in.

We passed the time walking round the show ground and studying equipment laid out in neat piles.



# Here we go!

Then the moment came, the competition got under way. Now the reserves came in to play a rôle. While the bus ferried the white teams which included us to Llangorse for the water activities section, Derek, Len and Paul followed the other buses to the orienteering to establish what we'd be up against.

On arrival at Lake Llangorse the team's nerves had settled and by the time they had got to the first event they were determined to do well.

The first event involved steering a 4 man kayak up a tightly marked lane doing a 360° turn in the middle and returning four times (each time retrieving an object from a floating raft). We hadn't disgraced ourselves, no capsizing or wayward steering, but the team felt they could have done better.

Straight on to problem 2. Build a raft and ferry four people one at a time to an island roughly 30 yards away. Unfortunately, we drew a bad lane, where we were exposed to the fairly choppy lake. Making the most of our bad luck we took an early lead and were coasting to victory in our section when our tow rope became tangled. Micky Gordon who was on the raft had to paddle against a strong current to keep us in with a chance of good points. Again the team came away disappointed.

Wet and dejected it was straight on to problem 3, Logical Survival. For this the team had to rescue a sealed container from a minefield, make a rope ladder to get the combination from up a tree and then answer five logic

problems after opening the container. This done, they had to construct a makeshift shelter out of a polythene sheet and logs, and all in 45 minutes. How would you have coped with that? The Team did quite well just dropping points on some of the logic problems. Would you have thought of putting a dry battery under your arm to warm it up so that it lasts longer?

A gentle stroll to the next section gave time for a quick pep talk and it was off to problem 4. Build a bridge using the equipment which consisted of assortments of rope, short planks, bars and two 50 gallon oil drums, and wheel barrow one team member across and back twice.

## Records

As soon as the task was understood everybody was busy building, without hesitation. We were in the river up to our chests building. Very soon our bridge was ready.

This was our big chance, we'd covered bridge building in training several times.

Steve and Eddie stayed in the water to steady the bridge while Tim wheeled Micky back and forth across the bridge, all the time Derek, Len and Paul agonised from the bank. The bridge was dismantled and all equipment replaced as it was found.

Then came the news that lifted the team. Not only had they got a very good score but they had smashed the record by 17 minutes bringing it down to 24 minutes.

After a very hard day's work they returned to their caravan, exhausted.

Derek, Len and Paul returned to Builth Wells where Graham and Jeremy were waiting with the news from the show ground.

At this point we now knew everything that we would face during the rest of the competition. The antics that went into this gamesmanship could fill an article on their own. Suffice it to say the confidence gained by the team on knowing that everybody was working for them was inestimable.

After a very quick shower the management and reserves returned the 25 miles back to Llangorse to meet the team for some supper.

The reserves finding it hard to stop the team talking about their bridge were quite happy to sit back and listen. After eating it was the turn of the team to listen, as the happenings at the show ground were explained to them.

Having dropped the team off at the caravans the reserves travelled back to Builth Wells, undaunted by the swirling fog, Derek got them back safely!

## In The Mountains

First event Saturday morning was orienteering, a tough course to say the least. Ten kilometres over hills and forests. Points were awarded for getting to checkpoints and answering general knowledge questions. Anyone who overran the three hour time limit got no points at all. The team never stopping running, only to look for

checkpoints and answer questions. On arrival at a very big score checkpoint they were held up behind another team answering questions.

Tim, on getting his question, a tricky map reference, was stumped but remembered an answer given by the previous team. He gave his answer while the rest of the team looked on in amazement, they were all still stumped.

After two and a half hours the reserves were pacing around the finish like expectant fathers. Then came the welcome sight, team 61 storming across the field, Micky being pushed in the last hundred yards by Tim. After gaining breath came the good news, 351 points, third highest score in the orienteering. (Len Martin comments, "Watching the team running across the moorland together after 2½ hours was for me, the finest sight of the weekend.")

After the orienteering was an hour's break for lunch then it was back to Builth Wells for an afternoon comprising eight tasks and problems.

From the orienteering, Graham and Jeremy returned to Builth Wells to get in some essentials for Steve Gibson, stomach settlers (some shampoo and a hair-dryer were what he really wanted).

The rest returned to Builth to watch and encourage the team.

## Top Scores

The first of the events was a small scale pinpoint orienteering, due to not keeping a careful eye on the clock the team dropped valuable points.

Going into the next task the teams morale was not high, but some well timed comments from Derek, Len and Paul soon brought smiles back to their faces. They had to build a rope ladder using at least 6 different knots.

Micky came to the team's rescue, with some good knots and some very dubious ones he bought the team maximum points. Next activity was to transport the whole team across a field on barrels and planks without anybody touching the ground. With no scares at all the team had another maximum under their belts. Then came an event everybody had been looking forward to, BMX bike riding. The whole team whizzed round the course as though they'd had lessons from Barry Sheene. Steve couldn't resist the temptation to pop a few wheelies and prove his prowess on the bike. Watching from the sidelines Paul was itching to have a go. Another maximum score and it was on to a canoe problem, not only did the team's high morale get dampened but, the whole team as well. The problem involved four team members crossing a wide pond on two canoes. This was a sight that had to be seen to be believed. Four big built lads precariously balanced on two small canoes, when the craft started taking on water.

Captain Jones gave the order to abandon ship. As everybody was in the water a brisk swim was called for.

Climbing ashore there were fits of laughter all round.

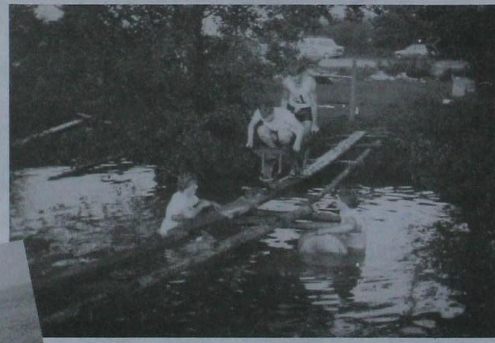
After a quick visit to the minibus to get changed it was on to problem 6.

An "It's a Knockout" style race, carrying water round an assault course and using a plank to cross several of the obstacles. The team were in their element, fitness and stamina was called for, as well as good organisation. Everything fell into place, soon lapping people they stormed on and on. Towards the end of their allotted time they had nearly filled the barrel; the whistle came to the rescue of the judges who were worried about finding another barrel. Another record, and maximum points.

For the next problem the team split into two groups. Eddie and Mick tackled a water problem, to measure 1 pint of water given only a three gallon container and a 5 gallon container. A tricky problem but they weren't far out. Meanwhile Mick and Tim had to construct a rectangle 24ft x 12ft given only tent pegs and a 12ft length of rope. Taking longer than most to study the problem they constructed it to within ¼ of an inch.

The final of the day's problems was semaphore to pass a message over a hundred yards. The team had grasped this from training and the real thing caused no problems.

After a brilliant day's work the team had pulled up into second place, 250 points adrift of an excellent team from Avery Hardoll.



Top Left: Raft building—drinking the kegs was not included.

Above: Breaking the record in bridge building.

Left: Micky, Eddie, Tim and Steve, well satisfied with third place in orienteering.



The reserves again travelled back to the teams. Orders were to take the team's mind off the competition. The 45 minute drive from Bulth Wells was spent learning Graham's rugby songs.

As the team got in the bus to be taken out of the area away from the other teams, a chorus of songs burst out from the reserves. The singing didn't stop till we got to a quiet little pub, where a cosy evening was spent talking of anything but the competition.

The team chose for an early night, so by 9.30 they were back in the caravan. Not that an early night was what they got. A team from Fulham who were snoring their caravan decided to hold a party.

When they did eventually get to sleep they were woken by hysterical screams coming from the master bedroom. Spiders!! Eddie Jones, sharing the room, had to remove a baby spider from the ceiling before Steve returned to his normal colour and stopped shaking.

#### Finals

Next morning everybody was up bright and early. Eddie Jones the breakfast man made the sandwiches for everybody as he did every morning.

Everybody then came together for the final day, knowing what had to be done. To get us to the final anything less than a very good score would blow our chances of making the final eight.

The first problem was a rope bridge. We had to transport the whole team, three tyres and a log using only a body harness and a karabener. So much of this

sort of work had been practiced in training that we couldn't help but do well. We'd practically finished before the other teams had got going. Another record and maximum points, just the start we had hoped for.

Again the next problem was one that due to our training we had a very good chance of doing well in. The task was to build a stretcher and transport one team member round a quarter of the obstacle course, then another member so that everybody had been on the stretcher. Starting with Eddie on the stretcher some tricky obstacles were negotiated. By the time Micky was on the stretcher for the last leg the team's confidence was sky high and somebody even suggested running the last leg. Losing no points for the stretcher touching the ground or an obstacle another maximum points were scored making it 500 of 500.

The final two sections proved to be the hardest of the competition. The first involved three tasks in itself.

It involved three members getting golf balls using a seven iron into a given area. (Micky remembering his efforts at Deangate Ridge where he used his putter in the action of a snooker cue sat this one out). From here the balls had to be dropped into a barrel 15ft. away using a fifteen foot pipe, which could not touch the barrel. From here it was straight onto the next problem retrieving

golf balls from a bucket suspended above a pond using only the poles supplied. This was again done with no problems. On to the archery section, each member was

given two arrows to fire over 15 m at a target using insighted bows. Every member hit the target, only 40 points dropped from a very tough section.

#### Airborne Again

The final section again involved several sections. Firstly having to traverse a minefield then to cross an electrified fence, some teams found to their shock that the fence truly was electrified.

Having crossed the minefield and 3 of the team having crossed the fence, Eddie found himself alone with no issued equipment left. Faced with an electrified fence five feet high and 5 feet wide at its base he calmly said, "I'll jump that". It seemed as though everything went quiet because everybody heard him. Only having a short run up because of the minefield he dived headlong over the fence, rolled neatly on to the ground at the other side, and in the same motion continued the action. Applause broke out from everybody including opposing teams who didn't have the nerve to copy us on this occasion, also Sir George Cooper, from GEC's Dunchurch Management Centre. After this Eddie had to be called "Superman" although somebody did suggest "Suzanne Dando".

Moving on to the final task everybody was still talking about "that jump". The last event in the competition was rifle shooting, using 177 rifles and standing up. The reserves looked and listened as the reassuring ting sounded as every single pellet hit the target. We'd done it! The only team to get

maximum points from the rifle section and only 40 marks lost out of a 1000, ensured our place in the afternoons final. We were now only sixty points behind Avery Hardoll but were over a hundred points in front of the third place team.

After an agonising wait of nearly 2½ hours the final began.

#### The Last Stretch

The task in hand was to cross an obstacle course, measure a wall, return to the beginning, cut and paste paper, retackle the obstacle course and paper the wall at the far end.

The whistle blew to start the final and the hall was filled with screaming supporters. Swinging from a rope you had to land on a pallet, then crawl through a concrete pipe. Once out of the pipe we were faced by a 12ft. wall (rumours in the crowd said Eddie would jump it).

Once over the wall it was under the trailer of a low loader to the wall to be papered. Still screaming from the sidelines Graham, Paul, Jeremy, Len and Derek were all beginning to lose their voices. Having measured the wall it was back to the beginning to cut and paste the paper. Tackling the obstacle course for the second time our first problem arose. Tim, lost his grip and a lot of skin at the wall. We had just hung our second strip of paper when the final whistle blew.

Then came the judging during which a strip of our paper unpeeled itself from the wall. While Tim was agonising in the casualty room having his hands seen to, everybody was outside

agonising as to the result. After sitting through the mixed and ladies' finals everybody was called forward for the presentation, which was made by Sir George Cooper, Director of GEC's Management Development.

5th Position and a special award for the record breaking rope bridge. To quote — so near but yet so far!

#### Acknowledgements

Many thanks must go to the many people, from both inside and outside the company, who helped in our preparation for this competition. Special thanks to the Royal Engineers, Staff Sergeant Ward, and especially Tony 'de Sade'.

Thanks to Andy and Richard at the Lakeland Training Centre, to Peter Gibbs of the 38th Medway Scouts, to Jack Milner and Reg Bloodworth of the Archery Club and to John Keeling of the Shooting Club.

A word must be said for Paul "Rambo" Bennett. He spent the whole weekend with Derek and Len ready to step in at a moments notice as reserve. Unable to wander off to see what was going on, he stuck to his task admirably and he even managed to smile once or twice.

But most of all thanks are due to team manager Len Martin whose commitment was 100% and to Derek Harvey for a 'stirling' effort from start to finish.



#### MEET THE TEAM

##### Top row: STAFF & RESERVES

(Left to right) **Derek Harvey**, Training Officer and Team Supervisor, **Paul Bennett**, Trainer Computer Programmer MASD, **Jeremy Scriven**, Technician Apprentice CAD/ISD, **Graham Richards**, Commercial Assistant FCD, **Len Martin**, Principal Development Engineer ISD, Team Manager.

##### Bottom row: THE TEAM

(Left to right) **Eddie Jones**, Technician Apprentice AS&RD, now Student Technologist; **Tim Horrell**, Technician Apprentice ADD; **Steve Gibson**, Technician Apprentice MASD, now Student Technologist; **Mick Gordon**, Student Technologist.



Top Left: Stretcherbearers, with Eddie on board.

Above: Golf balls into the barrel.

Far Left: Crossing the minefield.

Left: Paperhangers at work.



# TEN MEN IN A BOAT

## GSD Engineers' Summer Cruise

This is the true story of a real collection of people who went sailing for a week in August. The innocent are not going to be protected, so not even the names have been changed.

The author likes to go sailing in the grand style, and in order to finance this, enough of his friends are persuaded to go as well, until the boat is full. This year's crew drew heavily from the GSD Engineering Department, past and present, and was topped up with friends, and an injection from CACD QA. After a few changes, the final list was as follows:-

Alastair MacLadysen (GSD)  
George Phillips  
Kevin Forrest (CACD)  
Jas Chandure (GSD)  
Andy Saunders (GSD)  
Neil Smart (GSD)  
Alick Jamieson (GSD)  
Teresa Baxter  
Diane Hinge (Ex-GSD)  
Alistair King

We all assembled on Poole Quay on Saturday afternoon, 17th August, to find a scene of complete bedlam - part of the Quay was blocked off so that numerous powerboats could be craned in and out of the water ready for a race the next day. Undeterred by this, we parked our various cars, and at 1700 hrs took over the boat and loaded all the gear, food, and crew aboard. At 1900 hrs, after several false starts, I managed to get the boat off the Quay, dodged all the myriads of other vessels, and commenced motoring out of the harbour. Poole Harbour is one of the largest natural harbours in the world, but in a vessel 41ft long, 12ft wide and requiring 6ft depth of water to become barely afloat, a study of the Admiralty chart shows that there are many no-go areas. However, we made it to Sandbanks, successfully dodged the chain ferry there which guards the entrance against escaping Yachtsmen, and reached Studland Bay, where we anchored for the evening, and had a good meal before turning in for a while.

'Rival Star' is a Rival 41 class sloop with accommodation for 12 very good friends. As we wanted to remain good friends, there were only 10 of us on board. At 0100 the next day more of the goodwill vanished as I turned out the duty watch to start off across the channel. We motored for several hours before managing to find enough wind to sail. Progress was painfully slow and by early that evening we diverted to Alderney (it had been planned to make for Jersey). After an evening meal on board, we turned in for the night.

The next day dawned grey and wet. After breakfast the dinghy was inflated and we rowed

ashore in two parties to clear Customs, and see the sights of Braye (the small village boasting the only harbour on the island) and St. Anne's (the larger village which is the main habitation on Alderney). It rained most of the morning, but the time was usefully spent. For those unfamiliar with the Channel Islands, Alderney is the third largest, and enjoys a pace of life best described as leisurely. Large areas of it are uncultivated, and it's an ideal place to get away from it all. However, after luncheon on board, with a fresh breeze blowing and the tide on the turn, we set the reefed main and working jib and set off down the Swinge towards Guernsey.

The area around Alderney is noted for strong currents and the strong wind against a powerful tide was soon giving us the Roller Coaster Ride that I had expected. We had what can only be described as an exhilarating sail to Guernsey, including taking in the second reef in the rising wind, before arriving at Beaucette Marina, located at the North East Coast of the Island. We arrived too early to be able to enter the Marina, so whilst moored to the holding buoy, the fishermen among the crew tried their luck. Regrettably, nothing was caught - on the trip over to Alderney the previous day, enough mackerel were snared to produce the evening meal!

When the tide had risen enough, we entered the marina and bathed, before mass showings and the evening meal. And so to bed.

Tuesday dawned bright and clear. After a later start, the more adventurous spirits ordered a hire car, in which to explore the

maze of small lanes in the island, whilst others caught buses to various places in pursuit of shore life, and duty-free allowances. It proved to be a far better day's weather than before, and many pleasant hours were spent consuming the local products. That afternoon, we gradually re-assembled back at the boat, and decided to book ourselves back into the Marina Restaurant for the evening meal. The Channel Islands being free of V.A.T., eating out can be done at a fair price, so, suitably replete, and £132 further down the budget, we turned in for the night after varying lengths of stay in the bar.

I made a policy decision that

we would leave to return to England the next morning. The 0555 shipping forecast being good, the crew were evicted from their bunks and breakfast was served. At 0730 the starter for the diesel was operated... By then it was too late to leave, so a further day of sightseeing was instantly partaken. After the evening meal, we cast off, left the marina, and set sail for the Alderney Race. This is the name given to the water between Alderney and France which, because of the geography of the area, enjoys exceptionally strong

currents, (up to 10 knots in places). In the wrong weather conditions, it's a good place not to be, but under favourable circumstances, it is the quickest route from Guernsey to most places on the south coast of England. The water normally appears to boil due to the turbulence of its motion. As it was dark, we missed this treat, and had an uneventful passage through the Race, except for dodging another yacht that was also going through, and of whose intentions we were uncertain. He probably felt the same about us!

Having cleared Alderney, we settled down for a steady reach across the Channel, under full main and No. 2 Genoa. It was a dark night, but with a phosphorescent wake, quite an impressive sail. Sailing across the eastbound shipping lanes in fog didn't do too much for our nerves, however. Later on, the visibility improved and stars became visible. The wind gradually veered, causing us to come close-hauled, with the result that we made landfall off Anvil Point, which was further east than had been planned.

We then had a pleasant beat up the Dorset coast to Weymouth, passing the Brig 'Royalist' on the way. We eventually arrived there about 1230, cleared customs, and set off back to Lulworth Cove.

After a brief diversion to unring the No. 1 Genoa from round the forestay, we enjoyed a fast run down the coast in a brisk South-west wind. Our entry into Lulworth Cove was uneventful in what seemed to be a good spot. However the constant swell in the cove made for an uneasy

motion. When the 1750 forecast announced SW winds of force 6-7, I decided that our overnight stay had to be elsewhere. (The sailing directions for that area describe Lulworth as an idyllic spot, which it is, but not a good place to be in those conditions.)

We set the reefed main and working jib, and set off for a fast sail along the coast towards Studland Bay, which is very sheltered from SW winds. The overfalls off St. Alban's Head proved an interesting experience in strong wind-over-tide conditions, and what was really a precautionary measure produced one of the most entertaining sails of the week.

Once round into Swanage Bay we were more sheltered from the wind, and by the time we anchored in Studland Bay at 2200, the conditions were almost calm. We tucked into our late evening meal and retired to our bunks for a sound night's sleep.

Friday dawned, the last whole day, and we set off for a day's local sailing - just an excuse to play, really! Alick was appointed navigator and was required to direct us round the local high spots. The wind was a steady SW 5-6 which gave good sailing conditions, although the linnéd pichards that some of us had for lunch seemed not to be so attractive to certain others. Mid afternoon saw us sail into Poole Harbour - the Sandbanks ferry actually gave way to us! It being the Bank Holiday weekend, Poole Quay was exceptionally busy, but we were directed to a berth alongside a Dutch boat.

A mass reorganisation of some of the boats just ahead of us produced a ringside seat for some fairly spectacular chaos, but eventually all was sorted out, leaving us free to clear up, produce the last night feast, and get packed. The meal complete and the washing up done, we then settled down to the usual photography sessions. Not all the delayed action devices were in working order, but enough pictures were taken to satisfy everyone.

One car load then departed for home leaving the rest of us to get a few swift halves in. Torrential rain greeted us as we left the bustle together with high winds which continued all night. However Saturday dawned clear and bright, it still windy, and we set to and cleared up the boat for the handover back to the owners. This done we made our farewells and headed back home, ready (well, almost) for another year at work.

The total cost of the trip? We each paid in a total of £130, in monthly instalments, the funds being kept in a Building Society account. Interest yield was over £20 and at the end of the day there was £90 left over. Thus the effective cost per head was £121 all inclusive.

Alastair MacLadysen



Left to right: Jas Chandure, Kevin Forrest, George Phillips, Alistair King, Neil Smart.



Left to right: Jas Chandure, Alick Jamieson, Teresa Baxter, Neil Smart.



Left to right: Alastair MacLadysen, Neil Smart, George Phillips, Teresa Baxter, Alick Jamieson, Andy Saunders, Kevin Forrest, Jas Chandure, Diane Hinge, Alistair King.



Left to right: (Foreground) Alistair King, Diane Hinge, George Phillips, Alick Jamieson.



'Royalist' off the Dorset coast, not the Tall Ships Race.

## AIR FORCE ELECTRONICS MISSION

15th October saw a visit by a group of Air Force Officers from 15 countries such as Malaysia, Chile, Thailand, Australia, and Abu Dhabi. This was part of a tour of companies in the avionics industry arranged by the Electronic Engineering Association; briefings on the company's activities were given by Ron Bristow and representatives from Basildon and Borehamwood.

A short tour was arranged round some of the divisions, but the activities of all three establishments were displayed in a special exhibition in the conference centre. More of the senior management attended receptions given for the delegates on other days.





## HELP SAVE THE MEDWAY QUEEN



A new attempt has recently been started to preserve the veteran paddle steamer "Medway Queen". Operated on the River Medway from 1924 until 1963 she carried thousands of local people on her daily excursions to Southend, Clacton and Margate. The only break was during the War years when she served with distinction at the Dunkirk Evacuation. On being retired after the 1963 season she was taken to the Isle of Wight as the centre-piece of a marina project where her future seemed assured. However, after only a few years she was lying derelict in the Medina River. Here she remained until her return to the Medway for restoration in 1984.

Unfortunately the preservation proposals came to nothing and the ship continued to deteriorate. She is now in a very sorry state after eventually sinking at her berth in the River Medway.

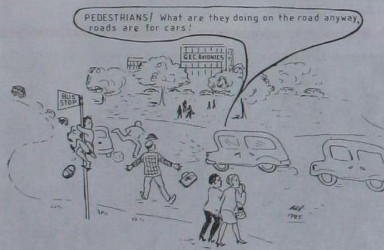
The newly formed Medway Queen Preservation Society are now actively engaged in trying to save her, and are working on the ship each weekend. Tests have shown that the ship does float, so work at present is being concentrated on getting the old vessel ready for a move to a dry berth, hopefully in the near future. There is however, a great deal of work to be done before the ship can be floated again and moved.

A future issue of "GAv News" will carry the full story of the "Medway Queen", now one of only two coastal paddle steamers in existence, as well as more details of the Preservation Society and its aims. In the meantime, though, anyone interested is asked to contact the society on Maidstone 670542, or get in touch with Mike Austen. However, brief details are as follows: Membership is £3 per year, (family membership £5 and life membership £30). Working Parties generally start at 10.00 am on both Saturday and Sunday.

(Mike Austen ADD Test, (Night Shift) can be reached by writing, or phoning Medway 49512).

Join the  
Medway Queen Preservation Society  
and help to save this unique part of  
Medway's maritime history.

DETAILS FROM:-  
81 PARK AVENUE,  
GILLINGHAM,  
KENT. OR 88 BICKNOR ROAD,  
MAIDSTONE,  
KENT.



# Welcome - Trainee Induction into GEC Avionics

Each year for the past few years, most members of Training Department Staff have climaxed the trainee recruitment season by joining in the leadership or tutoring of one or more of the series of induction courses for the new trainees. The following accounts may give more insight for those readers who will have heard vaguely about the goings-on at Canterbury - and maybe recall hilarious, disastrous and beneficial memories for the hundreds of apprentices, YTS, students and TCPs, who have taken part over the years.

Lego bricks are a vital part of induction into GAV! It is not the building of the tower that is important but learning how to work in a team. Much more is picked up by doing a task as a team than by theorising about it. Competition between teams can get quite fierce but it soon dawns on people that delegation and awareness of time increase chances of success.

Induction reaches a peak during August and Septem-

ber following recruitment from schools, colleges and universities. This year over 375 new starts have been inducted, and of these 240 were recruited directly from schools to join us in varying roles such as apprentices, trainee computer programmers and on youth training schemes. Their induction is a three day residential session at University of Kent at Canterbury and includes advice on how to go about tackling new college courses.

Different courses for new graduates' induction include an insight into problems arising in all aspects of a project and involve going on a 3½ day course. Two new extended induction courses ran this year for Commercial Graduates and Software Conversion Graduates.

Induction is about learning to work in GAV in an enjoyable fashion but is also the chance to make new friends and get to know the training staff.

Nicola Anyan  
Training Supervisor



Photo: Team work in action at Canterbury. The Lego Tower approaches maximum height.

# Retirements

On 27th September **Marjorie Cooper** retired from her position as a Cost Clerk in GSD. She joined the company's full time ranks in 1982, having previously worked as a 'temp' for many years.

Marjorie transferred to the Cost Office in 1983. Her friends and colleagues marked her retirement with the gift of a carriage clock. Her bright and cheery disposition and her willingness to help will be missed, and we all wish Marj a long and happy retirement.

**Ted Burgess** retired earlier this year from his position as Cost and Budget Officer in GSD after almost 25 years' service with the company. His friends and colleagues presented him with a set of tools so that he can pursue his hobbies of gardening and DIY.

GSD wish Ted a long and happy retirement and hope to see him again soon.



Ted Burgess (A)

**Maurice Blair** retired on 25th September after 23 years with the company, the first nine years with MACD and the remainder in IND/GSD. Maurice was presented with a lawn edger by Dave Harries on behalf of all his friends and colleagues in GSD who wish him and his wife a long and happy retirement.



Maurice Blair (A)



John Carley, Electronic Technician Apprentice from Maidstone

Before setting out on my adventure to Canterbury my emotions were mixed. There was a great sense of anticipation and optimism for the days and weeks ahead, but there was also nerves and that 'Oh, what have I let myself in for' feeling. But those fears diminished as the days passed.

When I first learnt about the course, I thought we were being thrown in at the deep end, going away with 25 people you've only met for one day and some rather dodgy instructors. But this made everyone mix along with the idea of placing us in teams, with a strong bond emerging within the team with a sense of competition involved against the other teams.

Our first few tasks on arrival appeared to be silly, reminding you of infant school days sitting on the floor building jigsaws. This showed what a useless, disorganised team we were at first. Other activities on the first day improved personal attitudes such as 'active listening'.

Faith had to be shown in your team mates in 'SPY' where a model shown in another room had to be built in your room with the continuing possibility of a spy among your ranks.

Groups' reports proved a good, but nervous laugh especially when groups worked to midnight but were dumbstruck to relive the

effort of their hard labour to the eager audience. Among our ranks emerged some good speakers and some weird ones who had the ability to raise the rafters just by standing up.

The emphasis was on team tasks on the second day with great organisation. These involved the planning of a 'mobile' to be built by another team. This required that instructions be written down clearly and concisely. Then a tower out of Lego had to be planned and built by each team and a contract submitted in a certain time.

Points were awarded for the time taken to build, the number of bricks used and the height of the tower. The winner was the group with the highest points total. Unfortunately one group didn't submit a contract and my group's tower fell down during judging but was quickly restored, but we had the consolation of not finishing last. During this last task I was team leader which turned out to be a very difficult occupation needing a great deal of planning and patience.

A refreshing break from the rigours of the day was the sports afternoon in which a game of football was enjoyed.

Day 3 was of a more investigative nature learning about the year ahead, college, revising and studying better, how to investigate subjects etc. My workmates proved to be a good bunch as did the instructors who were very sporty and very patient. The food and accommodation

was good as well, apart from breakfast!

So ended an enjoyable and worthwhile course on which a lot of important lessons about ourselves were learnt.

Deena Clark, Electronic Technician Apprentice from Bredhurst

I had no idea what the induction course I attended would entail, but I was happily surprised.

We were given a programme of events for the 3 days and it reminded me a bit of a holiday camp programme. The instructors had not allowed for a minute to be wasted and by the end of the 3 days it felt more as if a week has passed, although I think everyone enjoyed themselves.

Throughout the 3 days the tasks we had to carry out seemed a bit insignificant at the time. It was only in the discussions afterwards I realised the importance of them and how much I had learnt. A good example of this was the Lego tower. This sounds easier than it really was. Each group had to build a Lego tower but it had to be to exact design specifications, i.e. height, number of bricks, time taken to build it and also, it had to stand for a minute. If you did not get your contract in on time you were disqualified. So, precision in this task was vital and if you miscalculated, either your tower would collapse or you would lose more points than

you started with. This task indicated the importance of team work more than anything else and what disasters occurred if there was a lack of it. This also compared well to the real world with all the pressures of getting a contract in on time and working to specifications, and what happened if you did not.

The other use of the course was to get everybody to know each other and also to make it easier when talking in front of everyone. This is vital to the job and the course made it easier because we were all as nervous as each other.

So, apart from being good fun, the course was also very constructive and a great deal was learnt by everyone. It made it easier when I started work because I already knew most people.

Simon Dougill, Mechanical Technician Apprentice from Longfield

On arriving at the University of Kent in Canterbury the work began almost immediately. Having seen our living quarters for a split second we were taken to a seminar room where we would be subjected to various tasks and problems over the next 3 days. Dotted around the room were Messrs. Mears, McArthur, Davies and Perry, training staff who would be helping us survive the mind numbing tasks which we would soon be facing.

Our first task was to split into three groups, each to complete a jig-saw puzzle from a bag of pieces. Each group struggled through this for a good ten minutes until we all eventually finished and waited to hear where we went wrong. It turned out there were enough pieces in each bag to complete two almost identical puzzles, which we all proceeded to finish, forgetting we only needed to finish one! We also later found that the puzzle pieces were numbered which none of us had noticed until the puzzles were completed.

The course continued in this manner with us apprentices being set problems, failing miserably, and being told where we had gone wrong by the instructors. Tasks such as Lego tower building, 'mobile' constructing and setting up a blind walk helped to bring home some of the things our teams lacked. For instance, the blind trail taught us the need for communication as you are being 'talked' blindfold round a Krypton Factor type assault course by one of your so-called friends.

Also we soon realized the need for teamwork, leadership and planning.

During the course many points came over to the apprentices, as individuals and as a group, which would help them in future employment and the group reports we gave every morning on the previous day's activities reflected what we felt we had learnt and what was important to us.

I personally feel the induction course was informative and reflecting on it, maybe a bit enjoyable as well!

Angela Allen, Electronic Technician Apprentice from Maidstone

The course at Canterbury was designed to allow us to get to know one another and to work as a team before starting our apprenticeships. We managed to make friends quickly as we were kept busy working together to reach the same goals.

The exercises we were presented with were fun, but at the same time made us aware of our own abilities and faults. Our team made a few mistakes such as when our Lego tower fell down causing us to lose the game through our haste to win. Also we discovered difficulties in trying to follow and give detailed instruction to do a given task.

From these exercises we each learnt things about ourselves like whether we were good at leading and controlling the group, or do as you were told to do by others.

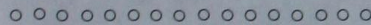
The atmosphere was more relaxed than school as we were with the instructors for meals as well as the lessons. We also had a great time competing against and with the instructors at various sports at the local sports centre.

The course at Canterbury was very enjoyable and a good start to a new job.

# Congratulations

## Ruby Wedding

Bill Wilson, Training Supervisor, and his wife Mary celebrate forty years. Best wishes to them, also to Bill for a full recovery from illness.



## Wedding

On 7th December Andrew Hunter of ATED QA married Julie Harrison of ADD QA, at Bredhurst Church. Best wishes came from all their friends and colleagues.

## Future event



Nurse Moyra McCulloch-Smith departed on maternity leave on 11th October, amid well-wishing from her friends and colleagues in Surgery. (A)

## Best Wishes



A belated picture of Rita Jackson (Edwards) receiving good wishes from Arthur Colwell, when she left prior to moving nearer Borehamwood with Derek Jackson, Chief Executive. (B)



# 25 years' service

**Arthur Vigar**, Project Manager in ADD, received his presentation clock from Robin Sleight, Divisional Manager. Arthur is one of ADD's ex-Rank Cintel people, having started at Sydenham with that company following apprenticeship with Vickers Armstrong. It was 1966 when Arthur came to Rochester, and he has risen from TA to be Project Manager concerned with ADD's major subcontractors, particularly on the co-production arrangements with Holland and Norway for the F-16 HUD system. Three young sons and a big part as Leader of a Boys Brigade company in Maidstone are some of Arthur's other interests.



Arthur Vigar (A)

**Harry Davis**, Ratefixer in the GAv ratefixing team received his presentation carriage clock from Staff Financial Executive Ed Hawley. Ed said he was really acting on behalf of recently retired Allon Teers, with whom Harry had had many years of association, also of Alf Harrison. Harry joined Central Ratefixing in 1978, having started his long service in IND as Wireman, moving on through MACD and FID/ISD, in fact at present he spends most of his time in ISD.



Harry Davis (A)

**Ken Castle's** election as TASS President and his involvement with Trade Union affairs over many years were noted in a recent issue, but the latest milestone in Ken's career was the attainment of 25 years' service, when Divisional Manager Arthur Colwell handed over a presentation watch. A large number of friends and colleagues were there to add their congratulations.



Ken Castle (A)

**Don Moore's** claim to have had 'something to do with everything that has gone out of FCD's doors' owes much to his 25 years in FCD and its predecessor MACD, firstly as Wireman, then as Leading Hand, Foreman and now — since 1984 — as Planning Engineer. Don has always been involved with the social life of the division, helping to organise dances, outings, and all the activities of the FCD Social Club. In earlier years he was a staunch member of the Rounders group who played in the lunch break, and more recently the Bat and Trap team has been organised by him — and he has played. At home, stamp collecting claims some of his time. Divisional Manager Brian Tucker handed over the mantel clock.



Don Moore (A)

**David Coals**, Section Leader Cost and Budget, joined in 1960 from Sharps Toffee Factory at Maidstone, having previously worked in London as a solicitor's clerk.

He started in Accounts Department and worked there till 1965, then joined IND, and in 1972 was made Section Leader responsible for IDOs when Jaguar started up seriously, later being made responsible for cost recording.

Then David became IND's prime authority on the location of test equipment, he has since spent a year analysing divisional overheads and now works on analysing sales and profits by project.



David Coals (A)

**Mike Crockford** and **Allan Hook** have both been in IND/GSD since they joined, and their 25 years of service was marked at Rosyth Dockyard by a commemorative lunch and presentations by Charles Wood, Engineering Services Manager, on behalf of the Divisional Manager Bob Ruggles. Both Mike and Allan's first assignments were with the Blue Steel team — Allan spending some time on the trials in Australia — and following the project's cancellation they both moved to the Polaris Navigation project. After initial training in the USA they were involved in the installation and trials of the navigation systems into the Polaris submarines at the build shipyards, and since 1970 have been employed at Rosyth on submarine relit and refurbishment and in supporting operational boats at the Clyde Submarine Base.

ISD's Chief Draughtsman **Jack Last** served his apprenticeship at Wingers, then his long association with aircraft started when he did his National Service in the RAF — as Flight Engineer on Sunderland flying boats. During that time he took part in an expedition to North Greenland, and afterwards he worked for de Havilland and Bristol Aircraft before coming to Airport Works. Here, he was with the Webb Conveyor Division, and started up their drawing office when they moved to Dartford, another move to Melksham 18 months later meant a return to Rochester for Jack, who joined FID and by 1970 had become Chief Draughtsman of AEID. The amalgamation into ISD brought Assistant Chief Draughtsman and then in 1972 Chief Draughtsman status. Jack has been a C of E Lay Reader and is now a prominent member of Strood Evangelical Free Church. Son Chris is in Cost and Budget, and another, Andrew, has just returned to college after 2 years in GAv.



Jack Last (A)

## 25 YEARS SERVICE – POSTSCRIPT

To the Editor,

I refer to your October edition of GAv News in which the autobiography of a certain recipient of his 25 years service award was made.

Far be it for me to write and criticize your article but I do feel on this occasion that the truth must out. Having known the person in question for some 30 "odd" years, I always found his seafaring tales very interesting to the mode of all merchantmen, invariably taking their stories with a pinch of salt. But on most occasions you needed a bag, very much akin to the everyday fisherman who are also inclined to stretch the, well you know what I mean, unlike the Royal Navy, the real sailors, who always take the George Washington attitude towards life. But my criticism has nothing to do with his stories about adventure around the British coastline, but something more important. You stated that he was an automatic choice for parts in the various pantomimes staged by the Social Club, this is simply not true.

In 1967 I had written the pantomime Babes in the West (not to be confused with Babes in the Wood) and duly started auditioning for the many sought after parts, when Mr X requested that he be considered for one of the major roles. His audition was that of a new boy on the boards, nothing exceptional, but could have potential. After careful consideration and much mind searching I realized the Thespian talent of this good looking fellow, and he had one thing that all the other applicants seemed to lack... Size, and I duly gave him a leading role as the backend of the horse. Under my guidance and instruction his acting ability improved where upon I was able to give him the part as the front end of the cow in Jack and the Beanstalk.

Having written Cinderella, I was looking for a very positive part for him, and as his good looks had declined over the years, he became the obvious choice as one of the ugly sisters along with his close acting friend who had also seen better days.

As the years passed his final accolade came. His last part was in the pantomime Dick Whittington meets Cinderella, that of a fairy. He was so brilliant that at the final curtain call, the audience even threw flowers at him, trouble was they forgot to take the pots out, and there I'm afraid his acting career ended.

Oh yes, there was one qualification he had, that made him an automatic choice for the part, that as anchor man in the Elliott Tug-of-War Team.

Happy Christmas Jack  
(Name and address supplied)





# Sports and Social Club round up

## GAV/BP Swimming Section

### Introduction by the Chairman, Cyril Moffett

When I was elected Chairman of the Swimming Section last year I have to admit I was a bit scared, not knowing what to expect. Since then I've gained a good deal of experience and the Section has gone from strength to strength, thanks to the enthusiasm of the members and the hard work of the committee! There have been lots of new developments. For a start we're teaching more children to swim - there were 40 children in our Beginners Class at the last count. Once they've learned to stay afloat, that's not the end. They go on to our Improvers Class which now has 20 children. The real stars form our competitive squad, the Gav/BP Comets who have done very well in local galas and are sure to do even better next year.

For those less interested in sheer speed, we recently introduced the Personal Survival and Life Saving Group, which is already flourishing.

Anyone keen on diving would benefit from our diving "clinics", where children are taught the right way to do things by experts, and bad habits are ruthlessly stamped on. Those wanting to learn to swim later in life are not forgotten. Adult lessons are well supported and we pride ourselves on the quality of our teaching.

Speaking of which, several of our members have taken teaching and coaching courses this year and have gained an impressive number of Amateur Swimming Association (ASA) qualifications. We now have among us 1 club instructor, 1 preliminary coach, and 4 preliminary teachers. Two more are now taking the ASA Teachers Course. So you can see we're well qualified to teach you and your kids to swim.

What can we offer that the local public baths can't? Well, a number of children have come to us, having already taken lessons at their local public pool and still unable to swim. We have succeeded in teaching them and the reasons aren't far to seek. We teach in smaller groups - about six per teacher, compared with up to twenty in a group at a public pool. You try controlling twenty kids in the water, let alone teaching them anything! Our weekly lessons last three quarters of an hour, not the standard 25 minutes provided at public pools. Don't think you have to pay the earth either. At present our lessons cost a nominal £1.00 for 48 lessons, whereas a public pool may charge £10 for 10 lessons as well as charging 50p entrance fee each time. So parents, if you want your children taught to swim, or you fancy having a go yourself, get in touch with us.

Life Saving and Rescue tuition.



This is the hoop we put the children through.



Personal survival - fully clothed using floats.



No they're not holding the wall up - it's leg exercises for improvers.



Beginners' lesson.



Diving practice.



Rescue in another way.

Life Saving demonstrated.



Intermediate coaching.

### SWIMMING SECTION OFFICERS AND COMMITTEE MEMBERS 1985/86 (ELECTED OCTOBER)

Chairman	Cyril Moffett	Int. 2926	Med. 48707
Secretary	Dave Jibb	Int. 2907	Med. 814473
Treasurer	Mr S J Marshall		Med. 251764
Gala Secretary	Mrs V N Carpenter		Med. 250240

#### Committee

Mr A Baran	Med. 250587
Mr W R Carpenter	Med. 250240
Mr P Jenner	Med. 716468
Doug Maxey	Med. 373633
	Int. 2664
Mr A Morrison	Med. 252428
Mr G Richter	Med. 723755

## FACILITIES

Children and adults are taught by experienced competent teachers and coaches in the best private indoor pool in the Medway area.

#### Beginners (Children):

We can teach children from about 4 years of age. Obviously, the child has to be tall enough to be able to stand up at the shallow end of the pool. If you have younger children, you can still contact us for advice. In the Beginners Class your child will be taught the four basic strokes: front crawl, back crawl, breast stroke and butterfly, as well as sculling, treading water and diving.

We hold regular "Splash" Galas where events are tailored to the abilities of beginners (e.g. swimming two widths of the pool supported by floats). It isn't the Olympics, but the children enjoy it tremendously and are very proud of the impressive medals and certificates they can win. Children can also gain proficiency badges for distance swimming (Fish Badges), which start at 10 metres and go up to 5000 metres.

#### Improvers (Children):

Once the children are able to swim reasonably well, they can move up into the Improvers Class. Attention will be given to improving their strokes and, most importantly, their stamina. Promising swimmers will be groomed for stardom and the chance to join the squad but if they aren't interested in competitive swimming they can still take part in survival, life-saving and diving classes.

#### Squad Training:

Children who have reached a high standard of proficiency are able to train intensively twice a week as members of the Gav/BP Comets. They take part in internal galas and inter-club galas and there are many awards to be won, which give the children a real sense of achievement.

#### Beginners (Adults):

We teach adults how to swim and dive and our Monday evening classes are very popular. We realise that some people lack confidence and prefer to get over their early flounderings in decent privacy. The pool and public viewing gallery are therefore closed to spectators during these classes.

#### Personal Survival and Life-Saving Group:

All members of this group are working for awards in Personal Survival, Swimming Challenge and Life-Saving. The awards are undertaken according to Amateur Swimming Association

(ASA), Swimming Teachers' Association and Royal Life-Saving Association (RLSA) regulations. The skills taught are of interest to a lot of people, since they do not require unusual talent or athletic ability. The Swimming Challenge awards aim to improve stamina and increase confidence, while the Personal Survival awards aim to stimulate and motivate swimmers into learning skills vital in an emergency situation. The Life-Saving awards are concerned with increasing awareness of the dangers of water and promoting water safety and rescue skills (including resuscitation.) In view of the large number of people who are drowned every year in rivers, lakes, canals and coastal waters, you can see that this is a valuable service to the community. We hope that many of you will take the opportunity to learn these skills. It won't necessarily take long, either. The Personal Survival Group has been in existence for ten weeks and to date we have attained 3 gold, 2 silver and 3 bronze Swimming Challenge awards; two members have achieved Level 1 in Personal Survival and one has reached Level 2. Quite an achievement by all concerned.

Journalist Zohra Jibb

## ACTIVITIES AT GAV/BP POOL

To join any section contact Cyril Moffett Int. 2926 or Dave Jibb Int. 2907.

Class	Day	Time
Beginners 1	Tues	6.00-6.45
Teacher: Wendy Marshall. Tel: Medway 251769		
Intermediate 1 (one length)	Tues	6.45-7.30
Teacher: Cyril Moffett. Tel: Medway 48707		
Beginners 2	Thurs	6.00-6.45
Teacher: Ann Baran. Tel: Medway 250587		
Intermediate 2 (one length)	Thurs	6.45-7.30
Teacher: Cyril Moffett. Tel: Medway 48707		
Improvers 1	Tues	7.30-8.30
Teacher: Dave Jibb. Tel: Medway 814473		
Improvers 2	Thurs	7.30-8.30
Teacher: Dave Jibb. Tel: Medway 814473		
Squad	Tues	7.30-8.45
	Thurs	7.30-8.45
Teacher: Dave Crighton with assistants. Tel: Medway 252484.		
Adults	Mon	7.00-8.00
Teacher: Samantha Crighton. Tel: Medway 252484.		
Personal Survival & Lifesaving	Fri	8.00-9.00
Teacher: Denise Dutton. Tel: Medway 253300.		

**Fees**  
Annual Subscription £4 per family.  
Beginners Lessons £1 per Child (£4 max per family) per year.  
Improvers Lessons £4 per family per year.  
Adults £3 each (Course of lessons).  
All money is used to provide and maintain section facilities - teachers and coaches receive no payment.

Pictures by Alan Keats and Ian Douglas.





# Sports and Social Club round up

## COMUS

Date of Next Meeting  
Monday 6th Jan. 1986  
7.30 pm at Hoo Clubhouse.

## GEC Avionics-BP Kent Club ELECTION RESULTS

The Election for Ordinary Members of the Management Committee, out of ten candidates for the five vacant seats gave the following result from 688 ballot papers, with 3 spoiled:  
Rod Cole (MASD), Jim Troy (CACD), Hugh McArthur (Training Centre), Martin Weller (CACD), Keith Jones (AS&RD).

## 'REAPER CLUB'

(REtired PERsonnel)

The October meeting was well attended, and after the business meeting – when several new members were welcomed, and Birthday and Wedding Anniversaries acknowledged – details of the Annual Christmas Dinner were announced, and names taken.

This was followed by entertainment from the GEC-Avionics Concert Brass Band, under the direction of Ian Walton.

A delightful programme was performed, including instrumental solos, and greatly enjoyed by all present, so much so that hopes were expressed that they may entertain us more than once per year.

Concluding the evening, a game of Bingo and raffles brought the meeting to a close at 10.00 pm.



# CLUB-HOUSE ATTRACTIONS

## DECEMBER

SATURDAY  
21st DECEMBER

Christmas Dance  
with  
"HAPPY DAZE"

## CHRISTMAS EVE

FAMILY FUN NIGHT  
with

KEITH HOWARD

Including Children's games  
up till 9.00,  
adults much longer—  
till 11.30

Guests £1.00

FRIDAY  
27th DECEMBER

Childrens Disco  
with

"A and A"

7.00 – 10.00

## NEW YEAR'S EVE

(Closed 2–6 pm)  
Dancing to

'PEBBLE MILL'  
from

7.30 – 12.15 am

Interval/Raffle  
10 – 10.30 pm

Members:

Members must produce  
membership cards  
from 6 pm

Guests:

Lists now closed

Children:

Children must vacate  
Ballroom floor by 9 pm

All sporting facilities closed  
from 2 pm

## JANUARY

FRIDAY  
10th JANUARY  
DISCO

with

"X-OCET"

SATURDAY  
JANUARY 18th  
PARLOUR DERBY

8.00 p.m.

## NEW YEAR DANCE

Saturday 25th January

with

"CHOICE"

Admission Free

## FEBRUARY

Saturday  
8th February  
DANCE

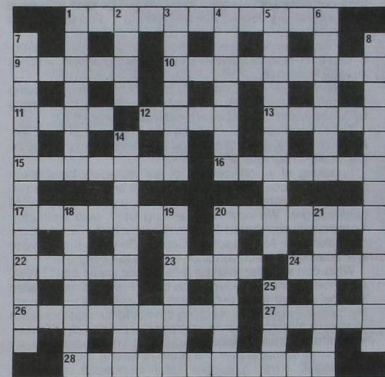
with

"PEBBLE MILL"

## NOTICE

At the Court Sessions when the Club was granted license to continue for five more years, it was also agreed to rescind conditions concerning guests. IT IS NOW PERMITTED FOR GUESTS AS WELL AS THEIR HOSTS, TO PURCHASE ALCOHOLIC DRINKS.

## Crossword No. 75



### Across

- A bubble that says it is even. (6-5)
- Coral Island. (5)
- The place where Lloyds began. (6-3)
- Dips in the middle. (4)
- Man's name in Aushia. (4)
- Go over the bridge. (5)
- Shut up, confiscate. (7)
- What the kitten does to your wool. (7)
- Female mythical Divine. (7)
- A person assuming an attitude of prayer. (7)
- Wipe them away, they smudge the face. (5)
- Cooking cavity. (4)
- Gives out. (4)
- Saintly woman amid officer and percussion. (9)
- Object prized for its rarity. (5)
- What everyone is lacking, especially school kids. (6-5)

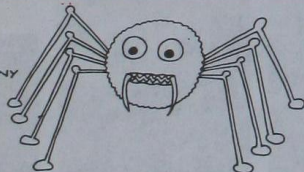
### Down

- A temporary preventative. (7)
- Without work or desire. (4)
- Stirred into action. (7)
- Not right, not in, omitted. (4-3)
- Use before taking the picture. (4-6)
- Freely part of alliance. (7)
- Oh! What a fool, for amusing others. (8-5)
- The work that makes the band, harmonious. (13)
- Concorde achieves it when flying. (10)
- The helicopter winchman gets it. (5-2)
- Persistent, epidemic of pain or terror. (7)
- Silent with firmly closed lips. (4-3)
- Eel like fish, a real sucker. (7)
- To take it all in. (4)

## Industrial Injury(?) Footnote

### WANTED

FOR ASSAULT ON COMPANY  
CARPENTER



### FEROCIOUS SPIDER

BEWARE THIS SAVAGE BEAST  
KICKS HARD AND HAS  
TASTED BLOOD AND  
SHOULD NOT BE APPROACHED

### Solution to Crossword No. 74

#### Across

- Chief of staff, 10. Equip, 11. Direction, 12. Interpose, 13. Payee, 14. Nelson, 16. Coxswain, 18. Rock cake, 20. Itself, 23. Loser, 24. Alexander, 26. Chinatown, 27. Hovel, 28. Hot favourite.

#### Down

- Hairt, 3. Esparto, 4. Old boy, 5. Surveyor, 6. Accepts, 7. Fairy tale, 8. Beginners luck, 9. Once and for all, 15. Locksmith, 17. Oklahoma, 19. Currant, 21. Teacher, 22. Lean to, 25. Divot.

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

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