

MATTERS OF PRIDE

ADD's Queen's Award Presented



THE QUEEN'S AWARD FOR TECHNOLOGICAL ACHIEVEMENT TO AIRBORNE DISPLAY DIVISION

On Friday, 13th September, Her Majesty's Lord Lieutenant for the County of Kent, Mr. Robin Leigh-Pemberton, presented the Queen's Award for Technological Achievement to Airborne Display Division.

The ceremony was attended by employees from throughout the Division's team, and by guests, including the Mayor of Rochester-upon-Medway, the Bishop of Rochester, local Members of Parliament and representatives from the local community. In addition, suppliers and customers were present, including some from as far away as Texas.

The Lord Lieutenant made a brief visit to the Division to meet some of the award-winning team. At the formal



The Lord Lieutenant is welcomed to the company by Mr. J. E. Pateman and Sir Robert Pellford.

presentation, the Emblem of the Queen's Award for Technological Achievement was accepted by John Read, Production Superintendent and the Grant of Appointment by Jayne Wood, Software Project Manager on behalf of the company and their colleagues in the Division.

The Queen's Award is the eleventh received by GEC Avionics, ten of which have been presented at Rochester, and six of which were for Export

SO NEAR BUT YET...

Rochester's team finish 5th out of 96 in national competition

Over the weekend 27th to 29th September four young trainees represented the company in the highly competitive GEC National Young Employees' Competition 1985.

By the late afternoon of the Sunday, after breaking several event records and scoring full points more than once, they knew that in the final deciding round, for which only eight teams qualified, they had achieved a remarkable fifth place. Only a bit of bad luck at the last moment prevented an even higher placing—maybe first or second, said Team Manager Len Martin.

The strenuous and demanding contest took

place at the Royal Welsh Showground, Builth Wells, between 96 teams drawn from throughout GEC. It was designed to foster personal achievement and character development in a friendly competitive team situation, in events which called for both physical and mental resources stretched to the limit.

The team of four, with three reserves, was selected from amongst 15 applicants by a series of tests, and was under the direction of a Team Manager and the overall supervision of a Training Officer. Training sessions were held since May at a number of venues, to

develop the team's selected abilities in athletics, agility, strength, stamina and competitiveness, and in coping with unfamiliar situations needing mental speed and lateral thinking as a team. Although the various competitions in which they would take part were not exactly known, the contestants drew upon the experience of last year's event and undertook training locally under the direction of Royal Engineers Physical Training Instructors at Brompton, also using the facilities of the 38th Medway Scout Group. They practised in rifle shooting, archery, orienteering, water based

activities such as raft building, ball skills, in addition to physical training, also IQ tests, semaphore, weight estimation and much else. Some of this, together with teamwork training, problem solving, pioneering and even coracle paddling was undertaken at a weekend spent at the Lakeland Training Centre at Areside in Cumbria.

It all paid off. A group of young people who had hardly met were moulded into a team with the resourcefulness and—as one senior manager has said—'killer instinct' which brought them through to this success. Congratulations The Team Manager writes on Page 7.

Another Citation for Canteen

Canteen Manager Bill Gosling left another function early to be in good time to attend as an invited guest at a reception in Chatham Town Hall held by the City Council of Rochester-upon-Medway.

He was surprised and delighted to be called out to receive an engraved certificate signed by the Mayor marking the accolade "Highly Commended" in the Clean Food Premises Award Scheme 1985.

The Council's environmental health team judged in four categories according to size and type of business.

This year, considering the amount of rebuilding in hand, in premises that were never purpose built, to achieve this high placing among a total of 56 competitors is most creditable. At a gathering of the canteen staff later, the company's formal congratulations were passed on by Arthur Ellis on behalf of Management.

Now Tornados for Saudi Arabia

Saudi Arabia's decision to go ahead with procurement of the Tornado augurs well for GAV export sales. Following the Oman deal, the agreement provides for supply of 48 Tornado IDS—which was anticipated—and 24 Tornado ADV—which was an unexpected extra requirement. Saudi Arabia thus provides Panavia's second export success and marks Britain's biggest ever export defence contract. All Divisions concerned with the equipment for these aircraft will be well pleased—further export orders still are under discussion.

Friends and colleagues of **Derrick Hamlin**, Consultant Engineer, will be pleased to know that as we go to press the news from his is that he is recovering well from injuries received in the bombing outrage in a Rome café in September.

Achievement. The 1985 Award is for Technological Achievement, for advances in electronic head-up displays for pilots, with particular reference to the entirely new "see in the dark" version being produced for the latest General Dynamics F-16C and F-16D "Fighting Falcon" aircraft of the US Airforce.

See centre pages for a fuller report.



MEET THE TEAM

Top row: **STAFF & RESERVES**
(Left to right) **Derek Harvey**, Training Officer and Team Supervisor; **Paul Bennett**, Trainee Computer Programmer MASD; **Jeremy Scriven**, Technician Apprentice CACD/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.

GEC Avionics News

Editorial Office
Portakabin 4
Airport Works
Rochester, Kent
Tel: 44400 ext. 285
(int. 2852)

Editor: Francis Latter

Liaison Officers:

- Lynn Bates, Atlanta, USA
- Gerry Rich, Nailesea
- Beryl Downe, Accounts
- Mick Thomas, ASRO
- Sid Golding, CAC/FCD
- Fergus Maloney, FARL (New Road), Clive Baker, GSD (IND)
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Volunteers should offer their service through Divisional Administration Officers or direct to the Editor.



GAVIN TO THE RESCUE



On Saturday 31st August expert windsurfer Gavin Spiers, an instructor at AS&RD's Customer Training School, was sailing from the shingle banks at Minster, Sheppey, when he assisted in the rescue of another windsurfer.

Conditions were deceptive. There was calm water close inshore, but once away from the shelter and protection offered by the lee of the land the full strength of the strong offshore wind and running tide could be felt.

Gavin saw a person in the water having difficulties, so set off on his board to help. Gavin said that once away from the shelter of the land fellow windsurfer Adrian Gray, from Queensborough, had lost control and fallen from his board because of the rough conditions.

When Gavin reached the scene Adrian had been blown a considerable distance from the shore. Gavin said that because of his inexperience and the rough conditions Adrian had been unable to raise his mast and sail from the water.

Upon the arrival of another windsurfer Gavin sailed off and literally hailed a passing motor launch and enlisted their assistance in towing Adrian and his board back to shore.

Back on land, Adrian was full of praise for Gavin's prompt assistance, and said that once he had fallen from his board he rapidly became tired trying to raise the mast and sail.

Gavin modestly commented that he did no more than to go to the assistance of a fellow windsurfer in difficulties.

Well done Gavin.

SOME SENIOR APPOINTMENTS

Sue Marsh has been appointed Chief Engineer of Automatic Test Equipment Division. This is a well deserved culmination of eleven years in the Division which Sue joined as Computer Programmer – she reached Chief Programmer status in 1979 and has recently been Engineering Manager on the Orion programme. Sue says she still hopes to have time for her pursuits of squash, badminton, and golf, from her home in Loose.



Sue Marsh (A)

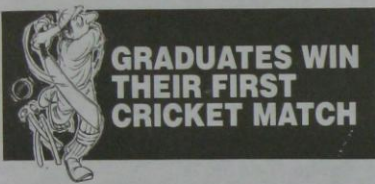
Brian Camp is now ATE's Divisional Consultant (Computing).

GSD's appointment as Technical Manager of **Dave Powell** follows his 18 years' divisional experience in Engineering Dept. right through from Jaguar NAV/WASS design and trials to the latest digital map systems.

Derek Wood is now Technical Manager of AS&RD. Derek joined the company about seven years ago, from the RAF and MoD(PE), and has been in charge of ATED's Norwich office and lately the in-house Tornado test equipment.

John Carter has just moved to Nailesea as Marketing Manager for Recording Systems Division. John's company experience has been first in trials and in recent years on air data computer systems particularly for helicopters, he spent 8 years in Atlanta on Cobra and the early SCADC work and since his return to UK in 1972 has been in the Marketing Information area which he set up under Maurice Needham.

In Flight Controls Division, **Glen Hislop** is appointed Trials Manager – Phoenix, responsible to **John Apin** who is now Project Manager within the same team.



Inspired by the latest crushing defeat of Australia at Edgbaston and the Oval, the Graduates pulled out all the stops against a crack CACD side to give them their first victory on English soil.

Skipper I.T. Elvin (MASD) seized the initiative with his double-headed penny and elected to bat in pleasant evening sunshine.

A record second wicket partnership of 84 between The Skipper (22) and 'PRO' Duncan Jenkins (58) (MASD) making his debut down at this level put the ball firmly back into their dressing room. Support from the low-order batsmen caught nobody's eye and the Graduates went in for a lie down closing at 113 all out.

The CACD openers, Fowler (14) and Evans (30) came out to play and were looking good for their stand of 48. Now Master Tactician Elvin in desperation put himself in to bowl, the rest is history.

The CACD wickets started to fall like skittles as the swerve attack of Elvin and the medium pace attack of the Boy Buckley (MASD) began to pay rich dividends from the opposition's wicket account! In fact, Buckley (that untamed youngster from the Midlands) engaged in unnerving the batsmen by flicking the cricket ball from his foot to thigh, chest and then head, before each over, a sight never ever seen at Lords.

In spite of ball-juggling by Wicket Keeper 'Fingers' Anderton (PSD Eng) the Graduates prime bowlers, Buckley and Elvin ended up with figures of 3 for 13 and 7 for 14 respectively, indeed Elvin's 7 wickets coming in 9 balls.

So it was that CACD were all out for 58 but the real test was yet to come.

The Clubhouse bar was already open!

TEAMS:

Graduates: Jenkins, Loader, Elvin, Rogers, Cox, Turner, Brown, Buckley, Anderton, Blythe, Gillham.

CACD:

Fowler, Evans, Spry, Smith, Jones, Thanki, Stanford, Gibson, Burns, Moores, Mistry.

SAILING TROPHY



Sharon and Richard Stone in a Wayfarer won the Colwyn Stone Challenge Trophy in this year's dinghy sailing match between GAV (Rochester) and the Marconi Sailing Club.

The photograph shows Colwyn's widow, Joan Stone, presenting the trophy to Richard, their son and his wife, Sharon.

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Silver Charm	30/85	Single Earring Stud	25/85
Gents Watch	38/85	Silver Bracelet	12/85
Earrings	22/85	St. Christopher Medal	79/84
Gold Wrist Watch	6/85	Silver Necklace	64/84
Gent's Glasses	8/85	Silver Bracelet	78/84
Door Key	2/85	Silver Bracelet	93/84
Enamel Badge	4/85	Bunch of Keys	97/84

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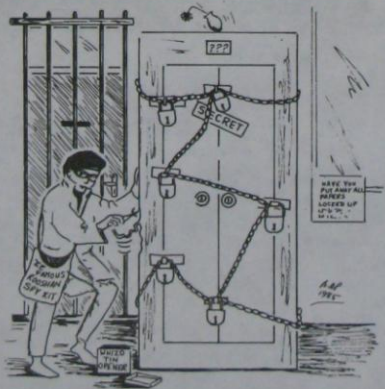
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BARTON CAMP '85

Once again the summer camp organised by GEC for disadvantaged children has taken place. This year **Jatin Dhanecha**, Final Year Apprentice in GSD Engineering, and **Debbie Sadler**, Trainee Computer Programmer in CAD Engineering represented Rochester — here is their account of their experiences.

This camp is organised every year, and trainees, like ourselves, from most GEC companies are asked to participate. The aim is to give approximately forty to fifty under-privileged children a good and enjoyable holiday that, because of financial and social problems, they would not normally have. It also gives the trainees an insight into the company structure, management and procedures that they may not be aware of.

The organisation for the camp starts a long time beforehand with two training weekends. The first defines the task ahead and leads to the main organisational structure and the second is

to tie up any loose ends.

The main task that was given to us at the beginning was to organise the group into a Company Structure capable of producing the best possible 'children's camp'. With this in mind, we had to form a management structure of some description.

At first a co-operative structure was decided upon, with each of us taking it in turns to take the leadership role. This idea was eventually discarded when its flaws, such as having no one person to take the blame when something goes wrong, were pointed out to us.

A new structure was formed. This consisted of one leader, one administrator and the rest of the group divided up into four groups, each with its own group leader. This structure seemed to work better.

Once the hierarchy had been established we had to plan activities and trips for the children. We were given one hundred pounds by GEC and this, along with any profit made from the camp tuck shop, was to be used

towards paying for trips. Any sports equipment, stationery and other useful items had to be borrowed or found from other sources.

One difficult subject to decide was child discipline. This caused quite a problem because we were not allowed to physically punish them!

We therefore arrived at the camp with lots of equipment, ideas, prayers and hope. Barton Camp is situated near the village of Winscombe in Avon, amid the beauty of the Mendip Hills. It was built in the late seventies with children in mind. Its facilities include a large sports hall, a table tennis room, large field for football and games and an outdoor, unheated swimming pool.

The week started extremely chaotically with the arrival of the children being delayed for three hours. When they did finally arrive, they were all screaming, shouting and very lively. They were immediately arranged into the four groups and the activities of swimming, football and rounders started

as soon as the children unpacked.

Bedtime proved to be difficult. Because all the children were excited, they did not approve of the 9.30 pm time set for them. Likewise, the loud rendition of Sister Sledge's 'Frankie' at midnight was not approved of by the staff on night duty. The situation got worse as the night wore on, with a member of staff having to play football in the gym with four children until 4.30 am!

To prevent this from happening again, a strategy of getting the children mentally and physically exhausted was devised. It worked, and for the rest of the week, to our relief, all children were asleep by 10.00 pm.

Activities proved to be another problem. For the first couple of days, all activities tended to be sporty. This led to complaints from the non-sporty children. New ideas had to be found, and these included Roller Skating, Stock Car Racing, Nature Walks, Cave and Farm visits. Negotiations led to price reductions which proved to

be helpful to our budget.

Staff control and organisation was established at meetings held after the children were in bed. At these meetings any problems with communication, staff morale and organisation were discussed and solutions found. Activities for the following day were also discussed and planned.

The week ended with a fancy dress disco, and the children spent the afternoon making their costumes out of the materials available. The evening passed without trouble. Everyone enjoyed themselves, especially the children, as they were given the opportunity to throw the staff into the swimming pool fully clothed!

The morning of departure was as hectic and chaotic as the first afternoon had been. The camp had to be cleaned, and although the children helped, they preferred to make a mess rather than tidy up. Eventually the time arrived for them to leave. There were farewells from us and tears from them. For the first time in six days, the

camp stood quiet and forlorn, but our work had not yet finished. After packing, we too left the camp and headed for our new base, a nearby hotel.

Once settled, we concentrated on the presentation that we had to give to our company representatives. The presentation, which was in two parts, began that evening with a formal meal followed by three peoples' accounts of their experiences. The next morning began with more speeches, and an open question time, at which the company representatives were invited to probe deeper into what we had learnt and the problems we had encountered.

It was then all over, and after saying our goodbyes to each other, we headed homewards thinking about all the knowledge, experience and pleasure we had gained throughout the week.

We would like to express our thanks to all the people who helped us make the week so successful.

www.rochesteravionicarchives.co.uk

CONGRATULATIONS TO "TCPs"

This year's results for Higher National Diploma in Computer Studies for the Trainee Computer Programmers who have just completed their course, contain a good number of Distinctions.

Maria Agnew
Peter Atkinson
Neil Baker
Linda Bettell
Gian-Pietro Bertorelli
Denise Cooper
Rajeev Gupte
David Hall
Danny Hemmings
Liam Holley
Liam Holmes

Distinction in Quantitative Methods

Distinctions in Computer Programming and Quantitative Methods

Distinction in Computer Systems Architecture

Distinction in Computer Systems Architecture

Distinction in Computer Systems Architecture

Duncan Jenkins
Jennifer Matthews
Stephen Lord

Distinctions in Computer Programming and Computer Systems Architecture
Distinctions in Computer Systems Architecture, Quantitative Methods and Technical Option

Matthew Mercy
Terence O'Connor

Distinctions in Computer Systems Architecture and Quantitative Methods
Distinction in Quantitative Methods

Paul Orford
Nazim Rajan
Robin Vane
Michael White

Distinctions in Computer Systems Architecture and Technical Option

Pitch & Putt Winner



Pictured above is **John Elliott** of QA Dept, the eventual winner of the inaugural ADD pitch and putt competition, being presented with his trophy by Divisional Manager Robin Sleight. All rounds of the competition were played at Snodhurst Bottom. Each competitor could only use a seven iron and a putter. The first round was played on a stroke-play basis, with the best 16 scores going on to the 2nd round. This round and all subsequent rounds were played on a match-play basis. Many good scores were recorded, the best being a round of 59 strokes. The competition was graced with dry weather and was enjoyed by all participants.

THE DOCKYARD

This article, written by Tom Pearse, formerly Publicity Officer in HM Dockyard, appeared in the official programme for the Tall Ships' Race. It is reproduced by his kind permission and that of the publishers.

THE MEDWAY STORY

Proud Roman galleys — some laden with ragstone to shape the building of London; others with cargoes of pottery — once sailed from the Medway where friendly rivals in the 1985 Cutty Sark Tall Ships' Race take part in a Parade of Sail before racing to Zeebrugge and then on to Amsterdam.

Into the same river reaches in the course of history have sailed the raiding long ships of the Danes and much later the men of war of De Ruyter's fleet flaunting the immense ensigns of the United Provinces. Always, however, the Medway has remained Kent's vital maritime link with other British ports and the rest of the world.

By the fifteenth century, Rochester's city quay was already a busy place. Ships outward bound with grain, vegetables and fruit for London passed others arriving with salt from Newcastle, butter and cheese from Aldeburgh and most important coal from the north-east coast.

The river served too as an essential lifeline to otherwise hard to reach inland towns and villages and the locks that made it navigable beyond Tonbridge for small sailing craft by the 1750s brought new life and economic hopes to isolated communities.

Hoys — four of them were working out of the county town as long ago as 1565 — brought oak and elm from

Maidstone to the King's dock and yards at Chatham and in them too from the heart of Kent came in ordnance, corn, stone, hay, wool, hops and leather.

Then as now, however, Rochester was the Medway's main trading centre — as an entre-pot where produce was transferred to larger ships for other parts of Britain and the continent from the shallow draught river vessels, which returned up river with the coal brought into the river in Whitby-built colliers.

In sturdy two masted brigs such as these, young James Cook was apprenticed to the sea and there are some who believe that the circumnavigator-to-be made at least one passage to the city from his native Yorkshire. Certainly Sir Francis Drake started his career humbly on the Medway as a boy in a locally owned hoy and Horatio Nelson fresh from his father's rectory in Norfolk spent his first months aloft at Chatham.

Part of the busy river scene in the eighteenth century would have been the dredgers used by the oystermen and the bawley boats and dobles of other fishermen with the working governed by the Mayors of Rochester as "Admirals of the Medway".

Down river at Faversham a "fraternity of free fishermen" was established by 1205 and the oyster fishery there had a claim to being the oldest recorded company in the world. To the town, listed in an ordnance of Henry III as

among "the Ports of the King", once came colliers of upwards of 100 tons burden and larger vessels with timber from Poland, Norway and Sweden, while from it sailed hoys "carrying wool, apples, pears and cherries to London and other places in the season".

On the Medway, two centuries or so ago, the sailing barge was slowly being evolved. From swimmies — square rigged with punt like bows — being developed the most cost effective craft ever to sail and the loveliest in the nostalgic memories of many people. Certainly no vessel has ever rivalled them as an integral part of the river scene.

A few — maybe far too few — of these remarkable sprit-sail barges with their immense spread of brown canvas still survive. On mud banks the slowly rotting timber skeletons of many more serve to recall days when fleets of hundreds, many built at Rochester and in the creeks around Sittingbourne and Faversham, traded between the Medway and the Thames, east coast ports and across to France.

By 1865, 196 sailing vessels were owned at Rochester — mostly barges, but also barques, brigs and schooners — but then as for centuries before they were all dwarfed by the anchored ships of the Royal Navy. Chatham, which had its modest beginnings in the time of the first Elizabeth, had long been a major base. Even before the first small store house was rented on the river bank in 1547, naval ships had used the Medway as a sheltered anchorage,

where hulls could be cleaned and caulked in a location conveniently close both to London and potential continental enemies.

The young dockyard thrived and grew rapidly. Additional land was acquired and by the seventeenth century, when the North Sea was the main area of fighting, Chatham had been developed into the nation's main base and was something of a showpiece with dry docks, a ropery and extensive stores.

Its role changed when operations moved away to the Atlantic and navigational problems mounted in the Medway with larger ships waiting for as much as six weeks for suitable winds and tide for them to move up to Sheerness. No longer a major fleet base, it became instead in the eighteenth century a place for ship building and major repairs and an anchorage for ships "in ordinary" — in reserve — and it was to continue as such until effective dredging of the river became possible.

Chatham can boast of having built more than four hundred ships, floating docks and caissons and making major contributions to the Royal Navy in two World Wars. The Victory, Nelson's flagship at Trafalgar, is undoubtedly the old dockyard's most famous ship. There was, however, also HMS Achilles, ordered in 1861, the first warship with an iron or steel hull to be built in a royal dockyard and also the biggest fully rigged ship in naval history, and many many more.

The battleship Africa of 16,350 tons launched in

1905 was probably the largest ship ever built at Chatham, but over the years most classes of naval vessels have gone down its slips. The last "made in Chatham" surface vessel was HMS Vidal, a survey ship, which went down into the water in 1951.

It was however, for the building of submarines during the present century that Chatham — the first dockyard to undertake the task — was to gain a very special reputation for the highest quality of workmanship. Over a period of nearly sixty years, 57 boats were launched — the first was the petrol driven C17 in 1908 and the last, the Okanagan, built for the Canadian Navy in 1966. More recently it had the task of refitting and docking fleet nuclear submarines.

Over the long centuries, ships of the Royal Navy were part of the river scene along with stark hulks housing first French prisoners of war and later convicts awaiting transportation, packets from Queenborough and Port Victoria in rival day and night services to Flushing, and paddle steamers crowded with holidaymakers bound for Sheerness, Southend, Heme Bay and Margate.

All in their time have been part of the long story of the river. All have now vanished as if they had never been. It is, however, a story which has no ending for it is still continuing. New ships of a size, capacity and speed of which old sailors never dreamt are now using its modern port facilities. If the Medway has a proud past, it has an assured and golden future.

CHATHAM NAVAL BASE — TOMORROW

When Chatham Naval Base was closed in March 1984, English Estates, England's largest industrial and commercial developer, was given the formidable but challenging task of redeveloping the largest part of its 580 acres.

From a wide-ranging series of reports, a master plan for the shape of things to come has been prepared. The old Dockyard, as it was affectionately known in the area, is being renamed "Chatham Maritime" and launched as the new flagship of the Medway Towns.

Chatham Maritime is bounded by the River Medway and includes two large water basins. Prestige office/research sites and residential developments will be located on the waterfront areas. A marina is planned and one of the basins will be used for active water sports such as dinghy sailing and windsurfing.

Elsewhere office and industrial development will be in "campus" style surroundings. A high standard of design is envisaged with buildings being set in generous landscaping.

Almost 150 acres of land is reserved for new homes. Executive-style housing to take advantage of the fine views across the River Medway is planned. Around the basins and marina, the higher density homes will be complemented by a local shopping centre and it is hoped a good pub or wine bar.

Public access to the River Medway and the water

OBITUARIES

FCD Project Leader, **Tony Richards**, passed away on 7th September, after a courageous fight against an illness which only manifested itself a few months earlier. Our deepest sympathies are extended to his wife Sheila, son Matthew and daughters Amanda and Susie.

Tony was a member of the Long Service Association, having joined at Borehamwood well over twenty-five years ago. He developed and maintained a primary interest in Flight Control System design throughout his career but also represented the Company in Head Up Display systems for several years, based at Fort Worth, Texas.

His early years with the Company were associated both with Lightning and Buccaneer FCS development. The latter initiated his trials interest through a period at Holme-on-Spalding Moor. Following this, and then based at Rochester, Tony played a significant role in developing multi-lane flight control systems, with capability for failure survival, before taking up his HUD duties at Fort Worth.

His period at Fort Worth concluded when he was recalled to take on the job of Trials Manager, based at Yeovil, for the Lynx Helicopter FCS Flight Proving Programme. This programme was concluded successfully under Tony's guidance and he gained the respect and friendship of many Westland Helicopter personnel.

Once again at Rochester, contributions were made to Helicopter studies in general, further refinement to the Lynx AFCS plus a new involvement in Target Aircraft flight control. This range of tasks extended right up to the recent past.

Tony will be sadly missed and long remembered by his colleagues and associates in the Company for both his enthusiasm and expertise on helicopter systems and for his integrity and honesty and particularly his gentlemanly and professional approach in all matters.

From FCD

Vic Benton, B.E.M., died suddenly on 29th August, only a few weeks before he was to retire. Vic had been in Technical Publications throughout his service with the company and was made Head of Tech Pubs in MASD in 1978.

He joined in 1966, and had in fact been with us earlier, following service in the Royal Engineers and Artillery. During the war Vic was a prisoner in Germany, and his knowledge gained of the language led to transfer into Intelligence. In the RA he became Battery Sergeant Major and started his long association with electronics, on radar equipment. Vic was a widower.

Frances Haslett died in Medway Hospital on 1st October after a short illness. Until her retirement she was employed in MASD within the Cost and Budget Dept. She was an active member of the "65" Club.

STILL LIVES

basins will be an important feature of the development. A riverside promenade enjoying exceptional views is proposed.

For the Medway (Chatham) Dock Company, which has taken over one of the three basins and the surrounding facilities for cargo handling of every kind, business is already booming. More than half a million tons of freight came in the last year and it is expected that that figure will be doubled in 1985.

Chatham has proved an attractive alternative to the deep water berths at Sheerness and the smaller wharves elsewhere in the river for "short sea trade" ships of up to ten thousand tons trading with Europe, the Baltic and the Mediterranean. Daily services are operating to Zeebrugge and weekly passages to Finnish, Swedish and German ports. Four roll-on roll-off berths are now functioning and two more are planned as conventional cargo handling increasingly gives way to "on wheels" loading and unloading of ships.

Looking to the future, the company — a subsidiary of the Medway Ports Authority at Sheerness — is optimistic of further extensions, handling eventually up to two million tons of cargo annually and increasing its workforce to between 400 and 500 as it competes successfully against ports between Kings Lynn and Portsmouth.

While English Estates and the Medway (Chatham) Dock Company work to ensure a successful tomorrow, the Chatham Dockyard Historic Trust is striving to preserve the Naval Base's

yesterdays as a "living museum" with the emphasis very much on the "living".

It controls over eighty acres of the oldest part of the dockyard, which includes Britain's largest concentration of scheduled ancient buildings — including the historic ropery and colour loft — and a high priority is being given to promoting a public understanding of how the dockyard worked, and the part it played in supporting the Royal Navy over the centuries.

Important too in the planning is that the dockyard should continue to be a place not only where people work, but also make their homes. Accordingly, while new enterprises are being invited to establish themselves, studies are being made into its residential possibilities — a combination considered vital in the Trust's blueprint for things to come.

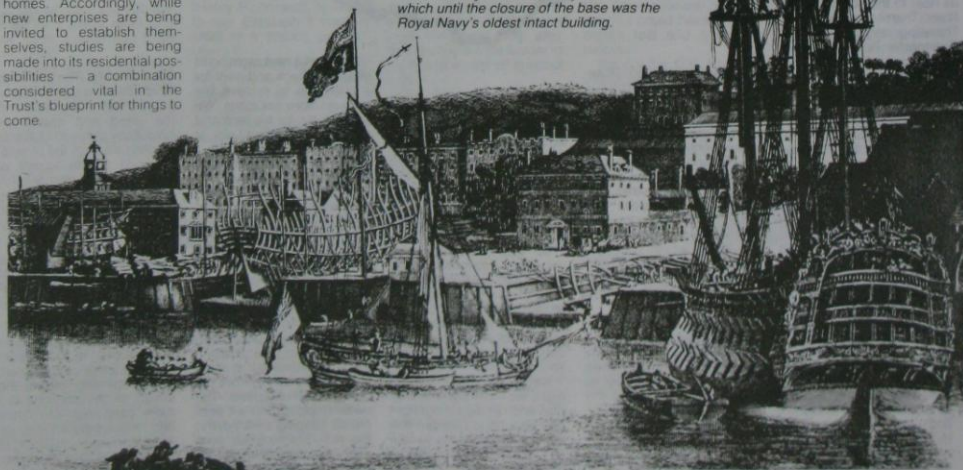
From the viewpoint of the public, however, it is a once forbidden place in which they are now invited to walk beside the river, picnic on the open spaces and admire the Georgian buildings, slips and workshops in a setting where men have developed British seapower from the days of sail into the nuclear age and left much behind them to tell their story.

Admission is free and a charge made only for admission to the new Visitors Centre costing more than £500,000 — once it was an old galvanising shop — where the past is outlined by displays and exhibits. The museum of the Chatham Dockyard Historical

Society, a treasure house of artefacts and memorabilia.

Additional attractions are already to be found or will be in the not too distant future. Among them the rolling stock of the North Downs Steam Railway, custodians of much of the dockyard's vintage rolling stock, and there are river trips on the Kingswear Castle, one of the last paddle steamers licensed to carry passengers, as well as other maritime related activities to appeal to all age groups.

The traditional 18th Century heart of Chatham's unique historic dockyard. In the centre is the Commissioner's House — more recently called Medway House — which until the closure of the base was the Royal Navy's oldest intact building.



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Second Year Award Scheme

On Friday, 30th August, University and Polytechnic representatives assembled with their Company counterparts to attend the first GEC Avionics Second Year Award Scheme presentation. Following a welcoming speech by John Ainley, Manager, Personnel Services, Ray Reese, Assistant General Manager presented the cash awards to the winning students. Our photograph shows the overall winner, Hugh Falkner of Leicester University, being presented with his award at an earlier ceremony, before leaving to work in Atlanta for 4 weeks.

The Second Year Award Scheme was established during 1985 to provide well-motivated students in their penultimate year of study with industrial experience. The aim is to introduce Company Engineers to College lecturers and so lead to a closer liaison between industry and academia. The Award involves both vacation work and the opportunity to write an essay leading to vacation work in Atlanta, USA. A large number of colleges are participating.



John Spinks, Hugh Falkner, John Bradley, Caroline Burn, and Prof. John Shepherd

CAA Flying Club at the Airfield

Each year the Civil Aviation Authority's Flying Club has a 'fly-in' at a chosen venue, and on 6th September this year's event was held at Rochester Airport. About 12 small aircraft and their crews of one or two flew in on one of our better days of weather, having twice had to postpone the event earlier in the 'summer' due to bad conditions. The visitors were received by Airport Manager Pinky Stark and Colin Marshall, Secretary of the Company Flying Training Scheme, who welcomed them after their journeys from as near as Biggin Hill or as far afield as Lincolnshire. After a briefing for the afternoon's exercise, the pilots and navigators were entertained to buffet lunch by

company management. The main event of the afternoon was a navigation exercise, lighthearted but challenging in nature, over a course Isle of Grain - Sheerness - Sittingbourne - Maidstone, involving answering questions of identification of landmarks of sometimes obscure nature. The landing was scored for accuracy of the contact point, and was characterised by the provision on the runway of a seemingly built-in updraught which caught many pilots unawares - not to mention the editor's stomach. An afternoon much enjoyed by all participants was ended by the giving out by Pinky Stark of prizes, tankards, and other tokens of appreciation.

Doggett & Farrow's Travels

A report from Melvyn Doggett and Jim Farrow on their sponsored canoe marathon over the complete length of the Thames



Melvyn Doggett and Jim Farrow (Photo courtesy of Chatham Standard)

We set off at 6.45 am on Saturday 18th May to find an appropriate launching point as near to the source of the River Thames as possible. Travelling along the main Cirencester Road we came to Cricklade Bridge where the Thames passes inconspicuously beneath.

After seeking advice from two local workmen we moved 100m further down stream, because of the shallow waters.

It was 10 o'clock by the time we had packed our canoe with all our provisions, tent, cooking equipment (loaned to us by Faversham's 1st Scout Troop), clothes and First Aid kit for us and the canoe. It became obvious that our intention of portaging round the locks would be impossible as the canoe fully loaded would be far too heavy.

We had a good send off from a group of young canoeists who came along as we were about to launch, and with all our farewells behind us we were alone, paddling down this narrow stream which bore no

resemblance to the River Thames as we know it.

For the first 15 miles the river was a natural stream, not impeded by weirs and consequently it was swift, winding and shallow. In fact our paddles were practically touching the river banks and on several occasions the canoe touched bottom. The narrow river passed through lush fields which provided grazing for numerous cattle, and the only sign of human life was at the locks and scattered bridges.

Fish could be seen in the shallow clear waters, apart from the many swans which we encountered, there was the odd flash of sapphire as a kingfisher flew above the water in search of food.

We continued that day until we had completed our target of 25 miles; feeling quite exhausted we enquired

at Shifford Lock as to where we might camp for the night. The lockkeeper Mr. Ian Smith was very helpful and allowed us to camp within the lock grounds. He gave us water and left the toilets open for us to use during the night. He even cut the grass to give us a perfect area for our tent.

Ian was able to give us valuable information and advice not only of the local waters but also of the hazards we might encounter in The Thames Estuary as he was a pupil of the Gravesend School of Seamanship in his younger days.

Neither of us slept well that night, we were experiencing pins and needles in our right arm and hand, we put this down to gripping the paddle too tightly and therefore restricting the flow of blood.

We awoke next morning at about 7 o'clock and went for a short run to remove the stiffness from our joints. We thanked Ian for his help and set off from Shifford Lock at about 9.

We had been paddling for about two hours when we passed a lone swan which looked at us in a strange way. Giving it the usual wide berth we continued to paddle

gazing at the picturesque countryside, when there was a flapping of wings on the water behind. I turned and to my horror there was this huge swan hurtling towards me with webbed feet and wings flapping frantically. I held my paddle out at arm's length while Jim in front put on a burst of speed. The swan stopped and we continued, keeping a wary eye to the rear. Thinking we were safe we settled down and our pulse rate returned to nor-

mal. Unknown to us the swan had taken off in silence and was skimming a few feet above the water behind us. The next thing I knew was a whistling noise and breeze around my head as the swan's wings missed my head by inches. We took cover behind a pleasure boat and to our relief the swan moved onto bigger and better things and attacked the pleasure boat. After 17 miles we came to Oxford; leaving our canoe with a local punt hire firm we took a look around the city. Unfortunately with little time to spare we were unable to look at the many historical buildings associated with

each other going, constantly urging the other to continue.

Passing somewhat uninspiring Dreadnought Reach, with gravel workings to the left and a power station with attendant pylons to the right, we continued until we came to a couple of islands about a mile below Sonning Lock. Finding a small clearing on the edge of the smaller island we set up camp. With our spirits very low and feeling very tired we had a cup of tea, a sandwich and retired for the evening, hoping things would be brighter in the morning.

With the thought of our tent perched within inches of the river bank and a thunder storm raging all night we found it difficult to sleep.

We awoke next morning to the sound of a cuckoo in the distance and the gentle patter of rain on the tent. Within an hour we were once again paddling through heavy rain on our way to the Henley section of the Thames.

the University. The one thing which stuck in my mind was the amount of bicycles and the weird and sometimes colourfully dressed students strolling through the streets. We had a bite to eat at MacDonalds (being Sunday it was the only place open), made a quick phone call to our wives and returned to our canoe.

Then we paddled on for a further 10 miles to Culham Lock, after seeking permission we made camp at the side of the lock.

The next day the weather had started to deteriorate and it rained all day. We were both beginning to feel the effects of the previous two days canoeing! Our arms and backs were aching, we were finding it difficult to progress at a reasonable pace, but somehow we kept

With Oxfordshire on one bank of the river and Berkshire on the other we found ourselves on the famous Henley Regatta Course. The Royal Regatta, held on the 1 mile 550 yard course from Temple Island is now World famous, and crews from all over the world compete. The early Oxford and Cambridge races were rowed over this course, the first in 1829.

On one bank there were rows and rows of blue and

GEC NATIONAL YOUNG EMPLOYEES CONTEST

Team Manager Len Martin reports

The team arrived in Wales 2 days before the competition for some mountain practice and to 'spy out the land'. After a quick introduction by the organisers, it was off to Llangorse Lake for the first afternoon activities. These were rather too close to water for comfort in some instances, and by the end all members of the team had become wet, some on purpose, and others accidentally. The team scored steadily and gained their first record during this spell, leaving them 4th or 5th overall.

The second day's work required skills varying from mountain orienteering to semaphore and even riding BMX bikes, but the team were now making their presence felt. They did nine different events, gaining more points in four of them, and even managed to construct a rectangle 24' x 12' using a length of rope around 20' long, to an accuracy of 1/2". By the end of the day they were all on a 'high', and had pushed

up to 3rd place, 100 points behind the leaders.

On the fourth day, Sunday morning, their performance was awesome, 3 maximums out of 4, and the only points dropped were when using unsighted bows and, even then, all arrows scored, dropping only 40 points in 1,000. Much thanks must go to John Keeling of the rifle section and Reg Bloodworth and Jack Milner of the archery group; without their patient work, the team would not have had the confidence to go for it. This left the team lying in 2nd place, having closed down the lead held by a very fine team from Avery Hardoll in Hampshire.

The finale was an obstacle race of the 'It's a Knockout' type, requiring one of the few skills the team had not practised - Paper Hanging. They performed with total commitment, as Tim Horrell's hands testified, but were unlucky enough to have a piece of wallpaper unpeel itself from the wall just

before marking. With the rather high marking level of this one part of the competition going against them, they slipped to 5th place as a team from well below them won.

We all finished the weekend totally hoarse, with the reserves, who worked tirelessly throughout, checking scores and positions and keeping spirits when they flagged, as tired as the team.

I hope to get a full report ready for the next issue, but I must mention Derek 'Stirling' Harvey's magnificent efforts with the minibus, driving through 30ft visibility to keep up with the team buses, or just to get us between venue and hotels.

Well done team. Nobody could have asked more of you.

Len Martin

Editorial Note: Modesty forbids Len mentioning the tremendous effort and encouragement put in by him as Team Manager. May we all commend this.

white striped chalets being erected in preparation for this famous event. Due to the very bad weather conditions there was very little activity on the river, apart from us two mad canoeists.

We were now approaching the Thames-side town of Marlow which stands on a great loop of the river bank between Maidenhead and Oxford. Here, along this middle reach of the Thames, is some of the loveliest country in England, a country of green fields and deep woods, of stately mansions and parks.

Passing under Marlow Bridge which was built in 1835 by W. Tierney Clark, who later built the great bridge at Budapest to a similar design, we saw on the South Bank a hotel called 'The Compleat Angler'. Obviously being in need of a hot bath and shave, we moored up alongside and enquired at the Reception Desk if it would be possible for us to pay for the use of bathroom facilities. Waiting outside in the forecourt for the manager, it became evident that we had chosen a hotel of very high standards. We became conscious of the fact that newly arriving guests were looking at us

from the canoe and were escorted to a room. We bathed, washed our hair, shaved and changed into some clean, dry clothes. By this time the weather had improved and the sun was out, our spirits were now on a high and the memory of the previous two days of storms was diminishing.

There was a knock on the door, and I was confronted by a young waiter smartly dressed in a maroon jacket holding a silver plated tray with two bowls of soup and rolls on it.

After eating we packed our things away, returned the key to reception and asked for the bill. To our surprise the manager would not accept any money saying he was pleased to have been of assistance and wished us well for the remainder of our journey.

I have since found out that the hotel was named after Izaak Walton's immortal work on fishing which he wrote some 350 years ago. By the way if any of you wish to stay at The Compleat Angler Hotel it will cost you £60 per night for a single room or if you wish, a suite from £185 per night.

We only paddled for a few more miles before making camp, deciding that a short day and a good night's sleep would be in order, to prepare us for the following two days when we would have to paddle extra miles.

We continued on Wednesday through Maidenhead to

expanses of Runnymede with Coopers Hill forming a magnificent backcloth.

On Runnymede King John sealed the Magna Carta. At the foot of Coopers Hill the American Bar Association erected in 1957 a small temple in commemoration of the momentous event which took place over 750 years ago. Near this site the memorial to John F. Kennedy was erected in 1965.

We covered 31 miles before making camp on the opposite bank to Hampton Court. To enable us to catch the high tide at Teddington Lock we would have to be up at 4 o'clock, we therefore left as much as possible in the canoe overnight ready for the following day.

We left Hampton Court, paddled to Teddington Lock and on to the Richmond section of the Thames. We passed under Richmond Bridge which was built in 1777 before approaching Corporation Island on our left. Richmond, which was formerly called Shene but renamed by Henry VIII (Henry Richmond), is where Queen Elizabeth I died in 1603 in a palace built by Henry V.

It is interesting to recall that in the list of fares published by the Waterman's Company in 1770, the cost of being rowed from London to Twickenham was quoted as 4 shillings (20p).

Our main aim now was to

With the current strong and both of us paddling hard we were moving very quickly, and reached Tower Bridge at 11.30.

We now had approx. 5 hrs to recover before the next high tide which would aid us in our attempt to reach Gravesend by 9pm. We also had to report to Capt. Bull at Tower Pier to get the necessary permission to continue down river and through the Thames Barrier.

We tied up alongside H.M.S. Belfast which is permanently moored at Tower Bridge and is used as a museum attracting many tourists throughout the year. We were invited aboard and allowed to wash and change into some clean clothes. We then reported to Capt. Bull and after obtaining the necessary permission to continue down river on the next high tide we went for some lunch. After a quick look round the Tower of London we returned to H.M.S. Belfast and spent an hour looking round the ship and the many displays.

We changed into our wet weather gear, thanked the crew members and after descending a rope ladder to our canoe we set off at about 4.45.

The first part of our 25 miles to Gravesend was quite pleasant, passing the Cutty Sark at Greenwich and on to the Thames Barrier along Woolwich Reach. We approached the Barrier a

raised, with just the piers protruding from the water it was a bit of an anti-climax.

From that point to when we reached Gravesend was the most difficult part of the journey, we had already paddled some 35-40 miles and were very tired. The weather had turned colder, the light was fading, the current was strong and seemed to be moving in various directions making it difficult to navigate, and there were no land marks of any significance to show us where we were at any particular time. It was not until we reached Northfleet Hope that we could say for certain where we were, with only approximately 4 miles to go we were desperately tired and visibility was poor. We landed at about 9.15, but by the time we arranged for a relation to collect us it was 10.30 before we arrived home.

After checking with the Coastguard it was obvious that we could not attempt the final part of our journey round the estuary on Friday due to the expected high winds. I felt very relieved as this meant I could have a good night's rest and a day to recover.

We got the O.K. from the Coastguard for our attempt on The Estuary next day, and launched our canoe from the point where we had finished on the Thursday night. We made our way keeping bet-

we were now within 8 miles of the finishing point. We kept good time and we rounded the final bend at 3.15. Finding some energy, we accelerated across the Medway towards Strood Pier where a small reception committee had assembled.

After 220 miles of paddling, which took us through Gloucestershire, Wiltshire, Oxfordshire, Berkshire, London and Kent we only had one regret, lack of time. We would have liked to have had 2 weeks, giving us time to do some sightseeing. Nevertheless the trip was very enjoyable (apart from Jim's snoring) and we managed to raise approx. £700 for charity.

We would like to take this opportunity to thank all those people who have contributed to our Sponsored Canoe Trip.

We would also like to thank the following people for their assistance:-

'Maidstone Canoe Club' for the training and advice given on canoeing techniques and safety.

'Faversham 1st Scout Troop' who supplied us with tent and cooking equipment for the trip.

'Kent Watersports' for the advice and assistance in choosing the necessary canoeing equipment.

rather strangely, mind you it was not surprising since we were in a sorry state, with soaking wet training shoes, shorts, shirt, and spray deck slung round our waists with four days' growth on our faces!

The manager came out, and after we explained our situation, arranged for us to have the use of a room for a few hours. We collected some clothes and toiletries

the Windsor section of the Thames with Windsor Castle on the South Bank. Once again because of our tight schedule we were unable to do any sightseeing.

Paddling through Windsor we came to the glorious

reach Tower Bridge (25 miles) before the tide turned. We passed under the many bridges which span the Thames, these made it easier for us to pace ourselves as we had already calculated the approximate distances between bridges.

We made our way down Syon Reach with the Duke of Northumberland's Mansion on Port Hand with Kew Gardens on Starboard Hand.

little nervously, not sure what to expect, the particular span of the Barrier which we had been told to pass through was showing a red cross on either side. When we were within 50 yds. of the Barrier the crosses turned to two green arrows pointing inwards indicating we could pass through. We passed through 'Bravo' Span without any problem, but we would have liked to have seen part of the Barrier

between the main shipping lane and the mud banks which are plentiful in that area. Our target was to reach the Medway Estuary as the tide turned, this we managed to do.

Although we had the tide in our favour we had to fight against the wind which was now at about Force 5-6. This

Once again many thanks to everyone who has been involved.

Thank you
Melvyn Doggett and
Jim Farrow

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ADD's DAY OF HONOUR

Friday 13th September was Presentation Day and the Saturday was Open Day, both celebrating the Queen's Award for Technological Achievement.

This Award for 1985 was formally handed over by Her Majesty's Lord Lieutenant for the County of Kent, in which capacity Mr Robin Leigh-Pemberton acts as direct representative of HM the Queen.



Jayne Wood with the Grant of Appointment

Presentation Day

Company and Divisional Management had invited many official guests, and representatives from throughout ADD acted as hosts. The gathering of around 150, limited by the capacity of the Conference Suite, included local MPs, representatives of contract suppliers, USAF, General Dynamics, Vought, and civic leaders.

The Lord Lieutenant was only able to stay with the company for the first part of the morning, so as soon as he arrived and had been welcomed by the Chairman and Managing Director, he was taken to Corsair Building, where he toured the Production area under the guidance of Robin Sleight, Divisional Manager, and Curly Childs, Production Manager. He was shown the HUD equipment and the processes involved in its manufacture, meeting and speaking with many members of the departments concerned.

Shortly afterwards the official platform party took their places for the formal presentation. They were The Lord Lieutenant, the Mayor of Rochester-upon-Medway, Cllr. D. Rossiter, Sir Robert Telford CBE, GEC Avionics Chairman, Mr Jack Pateman CBE, Managing Director, and Mr. Bill Alexander OBE, Assistant Managing Director.

The assembled audience had arrived for coffee and were seated by 10.30. Opening the ceremony, Sir Robert Telford introduced himself and the platform party, and welcomed the guests, particularly mentioning how pleased he was to see representatives from the USA and MoD.

Mr. Pateman then welcomed the distinguished guests, commenting on our fifth award for Technological Achievement and the six Export Awards already held, with the extremely high standards needed to qualify for industry's highest accolade. ADD's work, although winning



The Lord Lieutenant is welcomed to ADD's Corsair Building by Curly Childs, with Robin Sleight and Sir Robert Telford looking on



Curly Childs explains the award-winning equipment



Pilot's eye view for

the Technological Award, is in fact an all-export effort. Even more important, the product makes a substantial contribution to one of the most important aircraft programmes in the world – the F16, is one of our mainstays of the defence of the Western World against any potential attack.

Remarking upon the importance of the technology in which we must excel to keep the workforce employed in the competitive world, Mr. Pateman noted our successes leading to export orders amounting to a prospective three hundred million pounds by the year end, with hopes of a further hundred million. Throughout GAV this should create five to seven hundred new jobs. But to support this, GAV and other high technology companies must have the appropriate skilled people, still in short supply despite the huge number of unemployed. More money is needed to train and retrain people, far too many of whom leave school unemployable in today's environment. The company and local agencies have an excellent record in training but far more could be done to support nationally

organisations such as ITeC.

Mr. Pateman then invited the Lord Lieutenant to present the Queen's Award Emblem and Grant of Appointment. Before doing so, Mr. Leigh-Pemberton said that the Award which he was handing over on The Queen's behalf was granted to recognise the top echelon of achievement in the UK and therefore in the world. It was a source of pride to have such a company in Kent. British firms are often accused of having good invention but bad application, this could not be said of GEC Avionics. The purpose of the Queen's Award is summarised in successful commercial application, and the standard of award winners has to be exceptionally high. It is firms that receive the award not individuals, and it is collective effort and teamwork that is rewarded, right down to the most junior people. Publicity is attracted and the company is given an extra sense of pride and fresh enthusiasm. Kent is grateful and proud of this highest honour.

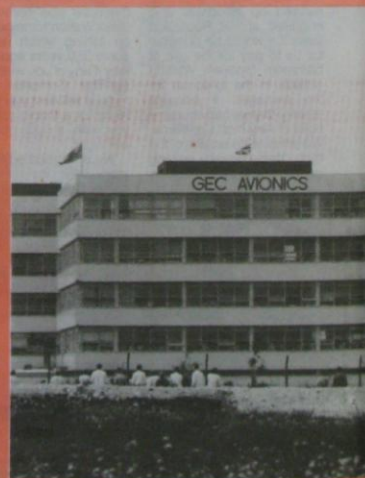
The Emblem of the Queen's Award was received by John Read, Production Superinten-

dent, and the Grant of Appointment by Jayne Wood, Software Project Manager, amid prolonged applause.

In closing the formal proceedings the Mayor of Rochester-upon-Medway said he wanted to thank the company for staying in the town and providing so many jobs for the community. This has been of tremendous support with the Dockyard and other closures in recent years. And Sir Robert Telford thanked everyone for attending and hoped they would remain for the cocktails and luncheon which were to follow.

Fly past

The planned fly-past of two Royal Netherlands Air Force F16-As had to be delayed and they finally made two low passes over the runway and the area behind the towers during the lunch period. This was a considerable honour and generous tribute from one of the four European NATO countries with whom the General Dynamics F16 Fighting Falcons are in service. The Dutch pilots, were brought to the factory at their request from Manston to see the latest see-in-the-dark HUDs.



Fly-past of F-16As



John Read receives the Emblem



A proud moment for Jayne, John and all members of ADD



Mr. Leigh-Pemberton



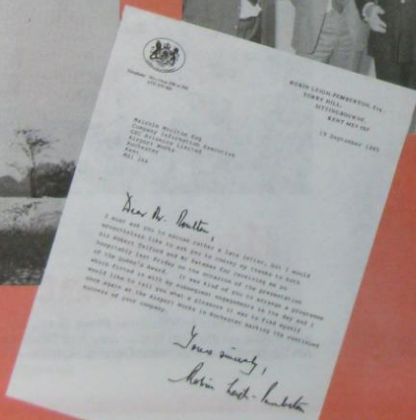
Kathy Mulch, Leading Hand Assembler, has a special task today



Wireman Colin Ives shows his handwork



Summing up the spirit of a happy day



Open Day

The success of the Saturday Open Day is perhaps summarised by the fact that so many employees with their families and friends turned up, that the Division had to remain open until 5.30 rather than the planned 4 o'clock. Rather than make a quick visit, many people wanted to make the very most of the displays, demonstrations, and explanations which had been arranged.

It is always easier to show 'things being done' rather than static exhibits, and here the advantage was taken by the Production Dept to show their wares. Other parts of the well-scattered Division also had plenty on show - CAD, engineering labs with their many types of equipment, but what seemed most fascinating to visitors was not just black boxes, but opened-up ones with their insides hanging out, working test procedures, and particularly people willingly demonstrating and talking about their everyday jobs.

These, with the additional attractions of videos showing capabilities of the HUD systems, working computers, semi-automatic assembly machines in action, and a host of items to see on printed circuit board and equipment manufacture and assembly, made it possible for visitors to go away with a real insight into the complexity of modern-day electronics manufacture. Many grateful comments were received about the amount they had been able to see of a normally hush operation, and particularly of the individual attention and help given by ADD employees of every sort, to their guests.

Souvenirs too - many youngsters went home proudly clutching computer-printed certificates acknowledging their appointment as "Honorary Operator" of the Automatic Inspection System 80.

What the visitors had not seen was the great amount of preparation for the event by everyone - nor the clearing up afterwards to enable a more-or-less normal Monday to follow. Congratulations and thanks are due to all involved.

Congratulations

Weddings

Quality Assurance Engineer **Jim Tomlin** of ISD receives best wishes from John France, QA Manager, on the occasion of his marriage to Sarah Titheridge, which took place on 7th September at Gravesend Baptist Church. (A)



Adrian Lowe of Central Ratefixing and **Annette Holden** of MASD were married at St. John's Church, Higham on 7th September. Congratulations were expressed by all their friends and colleagues; here is Adrian receiving gifts from them presented by Colin Whitehead. (A)



Helen Rees, Secretary in Exhibitions Dept, received her friends and colleagues' gift from Ed Hawley just before her marriage to Frank Taylor at St. Thomas of Canterbury, Rainham on 20th September. (A)



Ron Richards of Central Ratefixing, and **Ivy Martin** of CACD Production were married at Chatham Registry Office on 7th September. A joint presentation was held in CACD Production by Colin Whitehead and Peter Fellows on behalf of their many friends. (A)



Susan Hough married Trevor French on Saturday 7th September at St. Justus Church in Rochester.

Susan has worked for seven years within ISD Engineering department and is employed as a Confidential Secretary to the Technical Manager, Fred Mackley. (A)



Tim Campbell, Systems Engineer in PSD, and **Janet Elliott**, Contracts Clerk in AS&RD, were wed at St. Peter's, Bredhurst, on 30th August. Tim receives gifts from Mick Meakin. (B)



Silver Wedding

Rod Cole of MASD Tech Pubs would like to take the opportunity of thanking his 'long suffering' wife for putting up with him, on the occasion of their Silver Wedding on 3rd September.

Engagement

On 21st September, **Helen Vickery** of ADD Purchasing and **Ian Reid** of ADD Inwards Goods.

Future events

Daphne Smith, CACD Sales Supervisor, left the Company on 6 September to commence her Maternity Leave. The baby is due in late November and her friends and colleagues wish Daphne and **Steve** all their very best wishes.

Alison Cooper, Software Engineer in GSD and **Graham**, Contracts Officer in that division, have a happy event shortly, Technical Manager Dave Powell handed over presents and best wishes. (B)



Josie Ryder, Secretary to Bill Bland in AS&RD and daughter of Roger Massey, Group Commercial Manager, left work on 13th September to prepare for her baby and received many suitable gifts from her friends and colleagues – including a lovely hand-embroidered full length gown and matching coat. Mum will be able to sing sweetly with lullabies for baby since Josie has been a choir member at her church for many years – the Simon Stock Church at Walderslade.

Julie Key, Secretary to ADD's Production Manager 'Curly' Childs, received presents when she left recently. She and **Jon Key**, Test Engineer in MASD look forward to the day. (A)



Happy event

Congratulations to Rate Fixer **Steve Sims**, and his wife **Paula**, on the birth of their daughter Rebecca on 6th September at Maidstone General Hospital.

Retirements

Pat Bridger of Stock Control ADD, retired on Tuesday, 13th August, 1985 after working for the Company for 18 years. Some of her friends have sent this tribute.

Dear Mrs. Bridger, just a note
To bid you fond goodbye,
Down in the foreman's office
Not a single eye is dry.
We wish you all the very best
In your re-tire-ment,
We hope that you'll forgive us
For the blasphemy we've sent.
Many years we've pestered you
And off your patience strained,
But sometimes when we groaned and cursed
"YOU" - always calm remained.
Of course if we are honest
Sometimes "YOU" were the rogue,
You pained us off with blamey
In your tatty Irish brogue.
The years we've shared in ADD
Now alas are over,
So off and get your Pension Book
And your M & D Red Rover.
Well Pat, we've all loved knowing you
So we foremen say just this,
Have a happy, long retirement
And from each of us, A KISS!

X Arthur X Barry X Brian X Fred X Mick



Pat Bridger (A)

On Wednesday, 14th August, **Ernie Bridgeland** retired; he joined the Test Department of MER Div in 1956 and worked on ASDIC Equipment, then transferred to IND and worked on Blue Steel, Nimrod and Jaguar Platforms. He was foreman of the night shift up to 1984. His interests on retiring will be DIY, Motoring and Gardening.

Brian Box, Assistant Production Manager presented an electric Hedge Trimmer to Ernie on behalf of all his friends and colleagues.



Ernie Bridgeland (B)

Phyllis Wigzell retired after 12 years in ADD Stock Control, and was presented with crystal figures from friends and colleagues, and with a very large bouquet from Production Manager 'Curly' Childs.



Phyllis Wigzell (B)

George Peen, Assistant Chief Inspector in GSD, retired on 6th August after 31 years' service with the Company. He joined ME(R) Division in February 1954 as a Test Engineer on gun directors and Ascic equipment, then joining IND as an Engineer in 1959 and helping to develop Blue Steel. He moved to the inspection department and was involved with all of the IND projects and after the merger with Gyro Division the GSD projects. He was presented with a patio set by Dave Harries on behalf of all his friends and associates. During retirement George intends to carry on walking, cycling, gardening and reading, his wife would like him to carry on DIY.



George Peen (B)

Pat Harris, Commercial Assistant in ISD retired on 24 July. Her final title was in many ways a misnomer - during the 19 years Pat had spent with the Company, joining AEID as a Statistics Clerk in 1966, through the amalgamation of AEID and FID into ISD, she had become an encyclopedia for the Commercial Department. Her ability to dig out vital historical data and to set up and run work routines will be missed a lot. Pat has a reputation for having fine weather for her holidays, so we wish her many happy days in retirement.

Pearl Garrett retired from the Company on 8th August having spent 9½ years in the Scheduling Department of ATE Division, having previously worked on the same site in Thorns for over 15 years. She was presented with a Stereo Cassette Recorder and other gifts with many good wishes for applying green fingers to her hobby of gardening. After a holiday at her original home in Ireland Pearl intends to spend her retirement in Chatham.



Pearl Garrett (B)

Bob Pells, Superintendent in GSD was presented with a music centre by Dave Harries at his retirement on 30th August after 26 years with the company. Bob started his working life as an apprentice with Shorts working on Empire Flying Boats and Sunderlands then with Fairey Aviation and Heston Aircraft Company before joining IND in 1958. During his time with the division, Bob has seen it grow from 8 people to its present size. Bob is also a keen golfer and bowls player and all his club and work mates wish him well in retirement.



Bob Pells

Peter Cox retired on 10th September after 23 years' service.

Peter started his career in 1935 as an apprentice with Short Bros. at Rochester. Apart from some time in the RAF and a short spell with Hawker Siddeley, Peter stayed with Shorts until 1962. In 1962 Peter joined Elliott Bros. as a Specification Writer in AS&R's Technical Publications Department. In 1965 he became a Spares Compiler. During 1971 he moved to Logistics, where he stayed until 1976 when he moved to the Spares Compiling Section of Technical Publications. There he remained until his retirement.

Peter was presented with a Carriage Clock and appropriate retirement card by Henry Stedman, Technical Publications Manager, AS&RD, who (on behalf of Peter's colleagues) wished him and his wife Gladys a long and happy retirement.

A few days later a supposed birthday celebration for Peter at the Crest Hotel turned out to be a surprise farewell dinner attended by many colleagues and family - as well as a friend last met over 30 years ago.



Peter Cox

Chris Summerfield's service with the Company started in 1968, following a total of 29 years in the Royal Engineers on war service and as a reservist, then as a regular. Some of the highlights were active service in many European countries, a spell as instructor at Brompton, witnessing A-bomb tests, service in the Far East and a spell as steward for the RE Officers' Mess at Maidstone. In between army engagements Chris had a variety of jobs in Ireland, but later when he finally came into civvy street at Elliotts in 1968 it was as Progress Chaser in CACD. Then ACD, MACD, and MASD, saw him as Electrical Inspector, and the last 7 years have been spent as Progress Chaser in ADD Model Shop. After such a varied life Chris will carry on with interests in many sports - he once played rugby for United Services, Chatham, and now follows the 'Gills'. Son-in-law Denis Hickmott is a production Engineer in ADD. Divisional Manager Robin Sleight presented some woods for one of Chris's main interests.



Chris Summerfield (A)

On 23rd August, Brian Herring presented **Meg Fitzgerald** with a sunlounger from her friends and colleagues, on the occasion of her retirement from the Company.

Meg joined IN Division as a Purchase Progress Clerk in 1976, and transferred to Gyro Division two years later. She remained in Gyro as a Section Leader until 1984, when the creation of Guidance Systems Division reunited her with her old IN friends.



Meg Fitzgerald (B)

25 years' service

Dr. John Bussell, Communications Support Co-ordinator in GAv Admin, first started with Elliotts at Borehamwood 29 years ago, but he spent 2 years with Atomic Power Construction before joining the TSR2 team at Borehamwood again. He then was a founder member (1 of 6) of ACD, as Chief Programmer, and became Chief Engineer in 1966 for the computers for Nimrod, Jaguar and AT HUD. The division was made Rochester in 1968, and in 1969 John was made Manager of FARL, just before their move to New Road. 1972 brought the birth of PSD and he was sole member and Divisional Manager, later moving to the new-style FCD when the division split in 1979. Since 1982 John has worked in Ron Howard's management team.

Other landmarks have been the award of his Doctorate from Southampton University in 1967, and the gaining of his private Pilot's Licence in 1969 – he has recently spent a flying holiday in France, helped by his wife who had just gained her own PPL. Two sons are teaching, particular interests of John are building up the family archives in the West Country, and a community called Busselton near Perth, W. Australia.

Bill Alexander paid tribute to John's abilities when making the Long Service presentation.



Dr. John Bussell (A)

Roy Maynard, Project Leader in Guidance System Division, joined Elliott Brothers after serving a 5 year electrical apprenticeship in Chatham Dockyard. He started as a Technical Assistant in IN Division engineering department, fault finding and testing units for the Inertial Guidance System of Blue Steel missile. At the end of the Blue Steel project he became involved in environmental testing of units for the NAV/TAC system for the new Nimrod Mk1 Aircraft. On this project he spent a year on site at BAE Woodford, but was called back to Rochester to take part in PDS activities on Nimrod Mk1. As Nimrod Mk2 refit took shape Roy joined a team to develop the Central Tactical System for Nimrod Mk2. He currently holds the position of PDSO for Nimrod Mk2 CTS, Jaguar Nav/WASS and the recently released Nimrod Mk3 CNS.

Roy has always enjoyed singing, in the same church choir from the age of 8 years. As an offshoot from this he became involved in concerts, shows and for the last 2 Christmases has played the Dame in Pantomime. He also collects Edwardian postcards of the Medway Towns, but his special subject is Heraldry and he collects any cards or stamps depicting shields, badges, etc. Bob Ruggles made the presentation.



Roy Maynard (A)

Malcolm Ainsley started as an Instrument Technician Apprentice before joining AS&RD as an Instrument Technician. In 1967 he became a Planning Engineer and then after a spell with ACD in 1972 joined Gyro Division as a Senior Planning Engineer. Progressing through estimating to Production Engineering.

In 1979 he joined ATED as a Production Project Controller and has recently been involved in most of the Orion System work and now TIRF.

He visited America while with Gyro Division, and has been involved with Soccer for many years; he has been associated with Gillingham Football Club, and is currently coach and assistant to the manager of Sheppey Football Club, now part of the Southern League.

Peter Bowyer's apprenticeship as Electronic Instrument Maker led to his first job as Draughtsman in ATED, then in 1971 he started his long association with training matters when he set up the company's first Drawing Office training school at Hopewell Drive and acted as D.O. Instructor then Senior Instructor. Three years as Training Officer on broader technical training matters followed, and in 1978 Peter moved to Personnel Dept. becoming Senior Personnel Officer in 1980. Successively he has been responsible for the service to Engineering and Production areas, and for industrial relations matters with TASS, AUEW, and EEPDU. Additional tasks are now covered since his return to the Engineering side. Peter's outside interests include gardening and tropical fish, also he is currently a member of the Board of Governors at Parkwood Junior School, Rainham, near his home.



Director of Personnel John Bradley made the presentation of a mantel clock. (A)

Jack Guillon joined Elliott Brothers after serving an apprenticeship as a shipwright in Chatham Dockyard and seven years in the Merchant Navy. Not only is Jack celebrating his 25th Anniversary with the Company but also with ATE Division, which he joined as a fitter on its Bench Section. During his 9 years on the shop floor he became a Leading Hand of fitters and became famous as the narrator of Merchant Navy Sagas. Jack's subsequent promotion to Planning Engineer kept him busy for the next nine years and a hidden talent to act combined with his ability to work with metal made him an automatic choice for the Company pantomime every year. His personality and organizational ability have proved very useful and beneficial to ATED over the past 7 years in which Jack has served as a Production Project Controller on all aspects of ATE Products.

Arthur Colwell, latest of the seven Divisional Managers under whom he has served, presented binoculars.



Malcolm's wall clock was handed over by Arthur Colwell, Divisional Manager.

General Manager Glyn Thomas made the Long Service presentation to **Mike Popay**, here seen with colleagues Gordon Briley, Cyril Mepham, and Colin Morris. Mike started his career as an engineer on graduation from Northampton Engineering Polytechnic (now City University) and after National Service in the RAF and some years with Fairey Aviation he came to Rochester, becoming involved with the first digital computer, Elliott 502, and later on the first compact 320A, as well as the E3 platform. In 1964 Mike joined the TSR2 team on flight data analysis, then moved to Airspace Control on computerised data handling work. 1969 brought the formation of EDP, of which Mike was made Manager, which post he held until his present appointment of Data Processing Co-ordinator. Married with two sons, his leisure activities include DIY and Gardening, also keeping up his elderly car and personal computer. Continental travel, foreign languages and a little sailing are other interests.



Mike Popay and colleagues (A)

Colin Marshall joined Elliott Automation after graduating from Northampton Engineering College, London (now City University) in Mechanical Engineering. Started in IN Division on the inertial navigator for Blue Steel, then left IN in 1967 to join FARL, then on the Flying School site, followed by FARL's move to New Road.

He joined Aircraft Engine Instruments Division in 1971 as the whole of the Design Dept and then ISD when AEID and Flight Instruments Division merged, joining FARL again in 1976 to establish an optical design capability which led to a specialisation in holographic optical elements. This, in turn, led to joining ADD in 1982 to establish a holographic manufacturing facility.

Colin is married with two teenage daughters. He plays competitive badminton, though it is becoming increasingly difficult to find a team of a low enough standard, and he learnt to fly with the Company's Flying Training Scheme in 1970 and has administered the Scheme for the last seven years, still actively flying with nearly 300 hours experience.

Roger Smith, Leading Hand in GSD Inspection, ex-apprentice and first treasurer of the Apprentices Association, was in MACD for the last part of training and for the first few years as Inspector. Then he moved to IND/GSD and has been there since, with about 15 years on night shift in the superclean area. After return to daylight hours in 1982 Roger has been engaged on MAVHRS and other projects. At home, Roger has a great interest in the National Trust for whom he is a lecturer and Hon. Sec. of a local supporters group. Bob Ruggles handed over his presentation tea set.



Roger Smith (A)

Instrument Fitter **John Barratt** from PSD is now in his ninth division; he came to Rochester from Lewisham in 1964 and reached PSD 7 years ago — the previous 8 years were in IND. Somewhere along the line, he recalls, he worked on 48 contracts in one week! In PSD he has been involved with all their projects, and at home he combines skill and hobby in railway modelling and sound recording.



Binoculars were presented by Divisional Manager Ian Stitt. (A)

Vic Long spent some years in Admiralty and Dockyard drawing offices after his apprenticeship, then came to Elliotts after a short spell at Wingets. After 4 years in MACD as Draughtsman he was promoted to Design Draughtsman, then in 1978 he went to Gyro Div. as Checker, and by 1982 had reached his present position of Section Leader in ISD.



Vic Long (A)

Clive Cornall (left) and **Len Manklow** have worked in the same teams in ATED more than once, and celebrated 25 years with the company on the same day, when Divisional Manager Arthur Colwell made presentations of a clock and binoculars respectively.

Clive joined ATED following Student Apprenticeship and a period working with telephone equipment at Siemens. In ATED he has been on a great variety of projects including Tornado since its early days. For the last four he has been in the Computing facility for which he is Engineering Manager.

Married with four children of whom the eldest daughter, Louise, is a Contracts Officer in MASD, Clive is a follower of West Ham and an allegedly hazardous practitioner in DIY.

Len, an ex-Dockyard Apprentice, first joined Elliotts in IND as Test Engineer, and since 1967 has been with ATED — when he worked for Clive for the first time. Other projects followed including a big test programming task for the then British European Airways, and in 1977 he became Chief Test Programmer. Reverting to the engineering side, he later was Project Leader for Compact α work on ADD and FCD, and since 1984 for AI radar LF and digital systems.

Also in the early years Len was a very keen footballer — captain of the Dockyard Apprentices and on the Kent Under-18 team, also for Chatham Town on one occasion before injury. Now retired from sport, he still enjoys outdoor activities, as well as house and car maintenance, and especially his 22-year marriage to Carol with their young daughter.



Clive Cornall and Len Manklow (A)

Frank Szalay, having allegedly made himself unpopular in the country of his birth, Hungary, by hurling things at Russian tanks, decided that England would be a more acceptable place to reside.

Frank, whose high spirits have never deserted him, worked for a few years with CAV, moving to Elliott Bros. in 1960 as Capstan Setter Operator in MACD, then Tester. In 1967 he transferred to TACD as Technical Assistant, was promoted to Engineer, and in 1971 transferred to IND as Quality Assurance Engineer. Promoted to Senior QA Engineer in 1978 — the position he still retains within GSD.

Frank, who obtained his ONC and HND in England, has been predominantly responsible whilst in IND/GSD for the quality of the NCS1 Naval system, together with Nimrod Mk II CTS and Nimrod Mk III CMS.

With his many outside interests, he is well known for his enthusiasm with the bowling team and reached the pinnacle by winning the Company League in the 1981/82 season.



Frank is seen here with wife Pat (ISD Wiring), QA Manager Bob Shaw (left) and Divisional Manager Bob Ruggles (B)

Brought up in Rochester, **John Gilson** moved away to work for De Havillands and do his National Service, finally returning when he joined MACD to work on the TSR2 project. When that was cancelled he became responsible for electronics packaging on the P1127/Hammer, then his association with environmental testing began in EMAC and other named areas which became Engineering Reliability and Test Section (ERTS) when TACD and MACD merged. John's present appointment as Deputy Logistics Manager came with ERTS becoming part of Logistics earlier this year.



Keith Snelling, Divisional Manager CACD, congratulates John Gilson (A)

RAY OLIVER joined AEI Division as Model Shop Technician and was promoted to Development Engineer in 1966, responsible for manufacture and maintenance of in-house test equipment. In 1968 he transferred to ATED Product Support, still on test equipment, and in 1971 he became Senior Development Engineer, PDS. Since 1976 he has become a specialist in spares — as Senior Spares Manual Compiler Ray formed the section dealing with several major projects, now concerned with Orion customers in addition to his ongoing work for the earlier Nimrod and Tornado contracts. Ray is also an active member of the Society of Logistics Engineers — and at home in Rainham D-I-Y and woodwork such as furniture restoration occupy his time.



Divisional Manager Arthur Colwell presented Ray with binoculars.

ISD's Production Manager **Fred Wickham**, seen here with Group Production Manager John Clover, Fred's wife Chris (of Personnel Dept) and Divisional Manager John Colston, came here as a production worker in MACD machine shop. Later he went to FID as Model Shop Technician, then Trainee Planner, and became Planner in 1971. In 1978, after 2 years as Project Admin Officer, he was promoted to Model Shop Superintendent, then to Production Superintendent, Materials Controller and in April this year to his present post, Fred, despite the work of a very busy division, still finds time for his interest of gardening and walking.



(Left to right) John Clover, Fred Wickham, Chris Wickham, and John Colston (A)

Barry Wallington, Superintendent of the Training Centre, Hopewell Drive, is known to many apprentices and trainees, who have learnt under his guidance since he went to the Centre in 1973 as Instructor, later Chief Instructor. Before that, Barry was a Wireman in IND, and in Test. Training Services Manager David Perry, when making the presentation, had to apologise for the event being on the wrong day owing to the demands of the intake programme for about 400 new entrants — many of whom themselves will now pass through Hopewell Drive.

Barry's earlier years were in the Dockyard as apprentice, also for a period after he did National Service. As well as the interests of his trainees Barry looks after many of his church's affairs — he is Parish Clerk and a choir member at Christ Church, Luton.



Barry Wallington and David Perry (B)

COLIN HAYMAN, AS&RD, was presented with a clock by Divisional Manager Mike Barton on 29 August and was welcomed into the 25 Year Long Service Association by Ted Farbrace, Production Manager.

Colin joined the Company in 1960 and, after serving a five year apprenticeship, took employment within AS&RD as an Instrument Technician. In subsequent years Colin was promoted to Charge Hand (1968), Leading Hand (1970), Quality Controller (1975), Superintendent (1978) and in 1979 to Assistant Production Manager, the position he holds at present.

Colin is married, with two children (Christopher aged 6 and Claire aged 10), and met his wife (nee Christine Luck) when she worked as Secretary to Jack Ballour — who was then the Service Manager in AS&RD.

Among Colin's hobbies is rifle shooting, and Colin was Secretary to the Rifle Club for many years and did a great deal to help establish the Rifle Club and 'get it off the ground'.



Colin Hayman (B)



Sports and Social Club round up

GEC AVIONICS ATHLETICS CLUB: GOING FROM STRENGTH TO STRENGTH

1985 has been a year in which GEC Avionics Athletics Club has consolidated its status as the biggest and most successful of the Social Club sections. Under the presidency of Bill Alexander and secretaryship of the indefatigable Len Murphy, the club, founded in the late 60s, is now only a step away from joining other top British clubs in the National Athletics League.

Over the past 18 months, at the senior men's level, the club has gone from strength to strength, with the help of athletes like Steve Baggaley (200m & 400m), Dave Slipper (800m), Alan Guilder (1500m, One Mile, 3000m, 5000m, 10000m), Adam Bridge (10000m & 3000m Steeplechase), Kerry Hayes (3000m Steeplechase), Wayne Swanton (110m Hurdles), and Gary Gallagher (Triple Jump), all of whom ranked among the top 100 nationally in their event last year.

Yet only two seasons ago, GEC Avionics AC (then known as Elliotts) were relegated to division two of the Southern league after a poor series of results that summer. Six wins out of six league matches last year brought promotion to division one, where the club has performed marvellously well in 1985, winning three fixtures and taking second spot in the other three. All of that meant that the club wound up third in the division one league table, behind Croydon and Old Gaytonians. This result brought a coveted invitation to the British League qualifying match at Luton on September 7th. There, despite the absence of several usually high point scorers, the club managed a commendable third place. The two qualifying places went to Croydon and Old Gaytonians, and with those clubs naturally out of the Southern League next year, GEC Avionics AC have a great chance of winning the division one championship in 1986 and having another crack at the British League.

Contrary to popular belief, the club is open to non-GEC Avionics employees, and indeed, most of the club's 300+ members are still at school. There are a great number of talented youngsters, including Andrew Juby, the current English Schools Champion at track and cross-country, who has run a 4.28 mile at the age of 14. Then there is Steven Fury, the 1984 AAA youth champion at 3000 metres, and Paul Ralph, Triple Jump gold medalist in this year's Kent youth championships. Both are juniors until 1987. Even younger are the club's powerful Boys (under 15) and Coll (under 13) squads, who have won numerous medals at National, Area, and County level. For the first time in its history the club now has a thriving women's section, which this year finished second in division two of the Kent league. In a sport which offers something for all ages and abilities, GEC Avionics AC have a depth and breadth of talent few other clubs in southern England can match.

Athletics is a year-round sport, and whilst the sprinters, hurdlers, jumpers, and throwers now take a rest from competition (though not training), the winter season is packed with all manner of cross-country and road events for the distance performers. It is here where GEC Avionics AC has its greatest tradition, and a glance at this year's cross-country championship results confirms that it is being maintained at all levels. The club won eleven of the thirty available medals in the Kent Championships at Mole Park including the Youths, Boys, and Colts team titles. At the "Southern" (Trent Park), the Youths were again victorious and the Boys were second. And in the National championships, held at Milton Keynes, the Youths team was just outside the medals in fifth place. Dense "packing" of the club's amber and black vests at the front of the field of cross-country runners is a familiar sight on Saturdays in winter.

Despite its spiralling success, GEC Avionics AC remains a difficult club to run because the membership is so far-flung, from the Republic of Ireland to the Isle of Sheppey. Without the constant help of the many men and women who act as meeting officials, team managers, drivers, administrators, coaches — to name just a few key roles — it would be an impossible task. It is thanks to them that the club is where it is today.



Paul Ralph

Steven Fury



Alan Guilder



Adam Bridge

Gary Gallagher



Sean Talbot

Andrew Juby

Here are some of GEC Avionics AC's active members who also work for GEC Avionics itself, in alphabetical order:

Jim Beaney (Section Leader, ADD) 38
Winner of the ADD bike race and a sub-3-hour marathon runner.

Michael Blore (Development Engineer, ADD) 28
A keen canoeist, who prefers road running to track and failed by just 2 seconds to break 30 minutes for the notorious "Rochester 5" last year.

Chris Bowman (Technical Assistant, ADD) 22
Not only a useful hurdler but also coach, team manager and press reporter. Winner of the high hurdles silver medal at this year's Kent championships.

Adam Bridge (Computer Programmer, MASD) 27
A great distance running talent, on country, track, and especially road. Maidstone marathon winner 1983, club record holder at 10,000m, and Kent AAA Steeplechase champion.

Mark Butler (Senior Software Engineer, FCD) 25
A keen track statistician, and an all-round sprint performer, who has also broken 2 minutes for 800m. Summer team captain 1984-5.

Mark Chapman (Tester, ADD) 24
The club's leading javelin thrower, consistently over 50 metres this year. Former county youth champion.

Gary Gallagher (Development Engineer, ADD) 30
The club's first and only full Great Britain international, having competed against West Germany and the USSR in 1983. Winner of the 1981 UK Triple Jump title, he has been the club's top point scorer since 1980.

Nick Howlett (Computer Operator, EDP) 24
A 400m/800m specialist, who twice represented Kent in the all-England schools championships.

Mo Jury (Project Leader, ISD) 46
The club's veteran record holder at 10,000m and marathon. Has competed in the London marathon several times, and rarely misses any of the club's winter fixtures.

Bob Kemlo (Production Tester, ADD) 42
Another of the club's top "vets", with a 3.09 marathon to his credit.

Andy Richardson (Development Engineer, FARL) 22
One of the club's top middle-distance performers, who can also hold his own at 400m and 10 miles. Has won several league races this season.

Jon Roots (Commercial Student, GSD) 20
A middle-distance performer, winner of a team silver medal in this year's Kent cross-country championships. Has represented Kent on the track.

Andrew Saker (Accounts, ADD) 21
One of three Saker siblings in the club, was fourth in the 1983 AAA junior 500m championships and won the Kent junior cross-country title a year later.

Graeme Saker (Administrative Assistant, MASD) 24
One of the club's most versatile runners, who has competed well at every event from 200m to the 3000m steeplechase. Joined the company after two years at the University of Southwestern Louisiana.

Nicola Saker (Library Assistant, AS&R) 19
Won the Kent schools 400m title in 1982 and has proved herself in the jumps and throws when taking the women's Victor Ludorum trophy at this year's sports day.

Michael Sheridan (Development Engineer, FCD) 21
A newcomer, previously with North Belfast Harriers. Has represented Northern Ireland internationally at cross-country.

Graham Storer (Senior Software Engineer, ATE) 32
GEC Avionics AC's best all-round thrower, who has broken the club shot putt record twice this year. Has also improved markedly at the discus and javelin events.

Sean Talbot (Reprographics Assistant) 19
A born sprinter, who shares the club 100m record of 10.9. Multiple medal winner in past County championships.

SOUTHERN ATHLETIC LEAGUE 1985 — FINAL DIVISION 1 TABLE

Club	Points	
	League	Match
1. Croydon	30	861
2. Old Gaytonians	29	837½
3. GEC Avionics	27	743½
4. Hercules Wimbledon	24	746½
5. Newham & Essex Beagles	23	700½
6. Bracknell	22	677
7. Havering	20	660
8. Ipswich	20	657½
9. Highgate	20	646½
10. Blackheath	20	644
11. Portsmouth	19½	637
12. Haringey "B"	18½	610
13. Hounslow	17½	590
14. Peterborough	16	615½
15. Shaftesbury	16	612
16. Cambridge Harriers	16	594
17. Met. Police	16	592½
18. Norfolk Olympiads	15	624
19. TVH "B"	15	562½
20. Sutton & Cheam	14	593½
21. Woking	13	597
22. Bedford	13	552½
23. Oxford	10	578
24. Ilford	10	566½
25. Basildon	7	492

GEC AVIONICS ATHLETIC CLUB RECORDS As at 22nd September 1985

100 Metres	10.9	Steve Baggaley	1977
	10.9	Sean Talbot	1984
200 Metres	21.8	Steve Baggaley	1984
400 Metres	47.54	Steve Baggaley	1985
800 Metres	1:50.7	Dave Slipper	1984 & 1985
1500 Metres	3:46.1	Alan Guilder	1984
5000 Metres	13:39.52	Alan Guilder	1984
10000 Metres	29:25.0	Adam Bridge	1984
3000 Metres Steeplechase	8:56.80	Kerry Hayes	1983
110 Metres Hurdles	15.1	Wayne Swanton	1984
400 Metres Hurdles	54.8	Graeme Saker	1982
High Jump	1.90	Mel Clifford	1979 & 1980
	1.90	Gavin Knight	1985
Pole Vault	3.80	Jim Horwell	1984
Long Jump	7.03	Gary Gallagher	1980
Triple Jump	15.47	Gary Gallagher	1981
Shot Putt	12.40	Graham Storer	1985
Discus	43.50	Pat Smith	1978
Hammer	42.58	Clive Thomson	1984
Javelin	55.73	Steve Ward	1980
400 Metres Relay	43.3		1980 & 1985
1600 Metres Relay	3:20.2		1985

Anyone interested in joining GEC Avionics Athletic club should contact the Honorary Secretary, Len Murphy (ADD), on 2893 (internal) or 395 (external)



Sports and Social Club round up

COMUS

NOTICE OF A.G.M.

Monday 25th November at 5.30 pm
in Conference Room 1

*(This is the new complex adjacent
to the Canteen on the Airport site)*

All Committee posts are due for re-election and your nominations are required by **Friday 12th November**. Note: From the experience of current committee members, it is recommended that the Purchasing Officer, Assistant and Treasurer should ideally be located in the same area in order to facilitate the signing of cheques and purchasing operations.

The committee posts are:

- Chairman
- Secretary
- Treasurer
- Publicity
- Purchasing
- Purchasing assistants (1 of 2)
- Membership
- Events

Please provide any nomination on the form printed here and return to E.DOE, Engineering Dept., FARL, New Road not later than 15/11/85.

CALL FOR HELP
Can anyone please lend a copy of the playing instructions for BBC Micro "Colossus" for BBC Merall, ISD DO? (c/o Library, Int. 2917)

POPMOBILITY



Tracey Champ, MASD Engineering



Lindy Barton, Instructor



Maureen Wooldrige, FCD Engineering



June Patrick, Works Engineering Services



Janet Moss, Exhibitions Department and Janet Derrett, Patents Department



Maureen Hesketh, Legal Department and Mandy Faint, ISD Engineering

Photographs by Members of The Camera Club

GAVBP SOCIAL CLUB POPMOBILITY SECTION

Put a new spring in your step and join us on Tuesday evenings for a regular workout programme. Relieve the tensions of the hard working day and become flexible, supple and fit!

Weekly sessions held in the Conference Centre, Main Factory on Tuesdays:

- 1900 - 2000
- 2000 - 2100

for further information please ring:

- Sue Westrup - 2651
- Di Bower - 2363
- Maureen Wooldrige - 2479

Friendly, happy, informal evenings - all ages welcome.

**COMUS
1985 ELECTION**

Nomination for Committee Member

(Please print)

Candidate's Name _____

Division _____ Club No. _____

Signature _____ Date _____

Proposer's Signature _____ Club No. _____

Seconder's Signature _____ Club No. _____

THE VICTORIOUS FCD CRICKET TEAM

Winners of the Inter-Divisional Trophy.
FCD 116-2; GSD 115-6 in 20 overs.

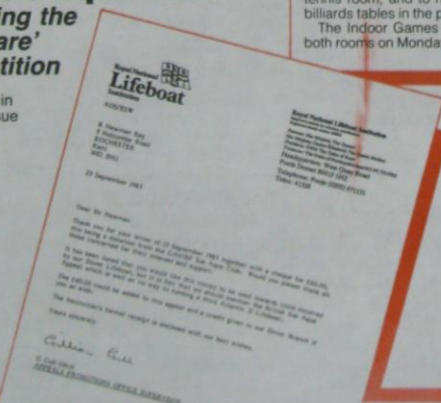


Back (l-r) - Nigel Munn, Martin Pearson, Geoff Burtenshaw, Barry Hills (capt.), Brian Middleton, Duncan Craick, Anjum Sawhney.
Front - Sanjay Sakarya, Alan Riley, Neil Friday, Steve Lannox.

Thanks to the Sub-Aqua Club

Following the 'Air-Share' Competition

As reported in our June Issue



GAVBP KENT CLUB - HOO

Due to heavy demand the Management Committee has decided to transfer the snooker table into the former table tennis room, and to house two pool tables and two bar billiards tables in the present snooker room.

The Indoor Games Section will have exclusive use of both rooms on Monday evenings from 7 pm.

From the "Outfield" at Great Baddow

On 26th July, the intrepid cricketers of GAV Research Laboratory at Great Baddow, scored a handsome 164 for 5 against a team of Managers from Marconi Research Centre who made 114 for 9, in a 24-over per side marathon.



Sports and Social Club round up

REAPER CLUB

(formerly '65 Club)

The August meeting was entertained by a troupe of Majorettes, who gave a varied, skilful and pleasing programme. The coach pick-ups were announced for the Company outing, to Portsmouth, on Wednesday 28th August.

The day of the outing dawned dry, bright and sunny, and so it remained all the day. The journey to Portsmouth proceeded peacefully, until within 1/2 hour of our destination, the leading coach had a tyre burst. There was no damage or panic, and the driver did a good job of work by quickly bringing the vehicle to a halt. This delayed the journey, while efforts were made to change the wheel — but there were problems, and a decision was made to pack most of the passengers on to the other two coaches — and continue on to our destination. The packed lunches, provided by the Canteen Staff, had been partaken of at an earlier halt.

Many members visited the "Mary Rose", while others took trips to view the naval vessels which had gathered for

the "Portsmouth Navy Week", and some went to the "Victory", and the shops.

The return journey through the countryside was peaceful and leisurely, a tired, but happy section of the members of the Club arrived back in the Medway Towns at 8.30 pm.

A departure from the former practice took place at the September meeting. The Bring and Buy Sale was dispensed with and the Cake Competition revised, which brought in 27 entries. Instead of the entertainment a "Harvest Supper" was provided by the Canteen staff to whom a sincere vote of thanks was given. Over 140 members enjoyed this innovation, before the cake entries were judged, and prizes presented. The evening also saw the joining of several new members, and the Birthdays and Wedding Anniversaries were announced, which included the Golden Wedding (50 years) of Jess and Alice Griffiths (Club President) and after the assembled members had given our traditional serenade, the chairman presented Mrs Griffiths with the "Golden present of Terry's All Gold". Bingo completed the evening's programme.



CLUB-HOUSE ATTRACTIONS

NOVEMBER

CHILDREN'S DISCO

with
"X-OCET"
Friday
1st November
7 - 10 pm
FREE

Postponed to
Wednesday 6th November
BINGO AGM 7.30 pm
and
FREE BINGO/RAFFLE
Section Members only

BP/AQUASEAL DANCE

with
UNIT 5
7.45 - 11.30
Saturday 9th November

BUFFET DANCE (for the Over 50s) at GAV/BP Club HOO

with
"PEBBLE MILL"
Saturday
14th November
Sherry 7.15 pm
Dancing
7.30 - 11.30 pm
Admission £2
Tickets from
Mrs Papworth - 2217/256
and the Club Bar
Coaches from Maldstone
(via Airport) and
Rainham
(reserved seats only)

BOWLS PRESENTATION DINNER DANCE

with
"SOUNDS VERSATILE"
Dinner at 7.30 pm
and Dancing until
Midnight
Friday
22nd November
£7-50
Tickets from Ted Langley
Medway 718993

BAR LOUNGE ENTERTAINMENT

with
"EPISODE TWO"
Saturday
23rd November
8 - 11 pm

SHORTS N' SHADES RUGBY DANCE

with
'CONEXION'
Friday
29th November
7.30 - Midnight
Fancy Dress: £1-50
Otherwise: £2-00
Tickets from
Jason Stone 1612/357
Martin Weller 116/409/2430
SIXTEEN + ONLY

OLDE TYME MUSIC HALL

Saturday
30th November
8 pm
Admission Free
Separate Tables
and Waiter Service

DECEMBER

SUB AQUA CHRISTMAS "GET-TOGETHER"

Friday
6th December
7.45 pm
£2.50 Inc.
chicken/chips supper
Dancing until
12.45 am
with
X-OCET
Ray Newman 2040/729/
Medway 813104

POOL RESERVED FOR GALA

Saturday 7th December
3 - 6 pm
First Race: 3.30 pm
Tea Party: 6 pm
Disco: 7 - 10 pm
(Pool open 6 - 8 pm)

GAV ATHLETICS CLUB DINNER DANCE

Friday 13th December
Tickets - Len Murphy 2893
Jim Collins 2217

BP/NORTHFLEET SUPPER DANCE

Saturday 14th December

CHRISTMAS!

Make a note
Saturday 21st December
XMAS
VARIETY SHOW

Tuesday 24th - Christmas Eve
FAMILY FUN NIGHT
Watch for posters

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:
100 tickets @ £2 each for
adult guests will be available.
Full members wishing to
bring guests must make
written application to
Club Secretary by 6/12/85

Children:
Children must vacate
Ballroom floor by 9 pm
All sporting facilities closed
from 2 pm

GEC AVIONICS CHRISTMAS DANCE

Wednesday 18th December
at FENNERS, West Malling

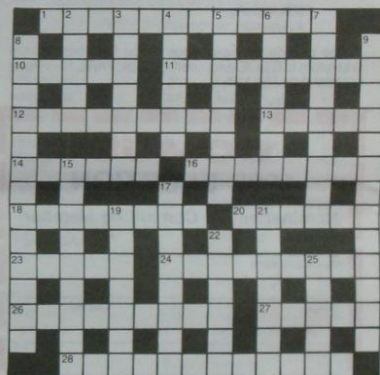
8.30-1.30

with
ANDY ROSS, HIS ORCHESTRA
AND SINGERS
THE MISTY BAND
&
CABARET

BUFFET TICKETS £6.00 FREE RAFFLE

Including Transport from Medway Towns

Crossword No. 74



Across

- The Boss in charge. (5-2-5)
- To fit out with necessary items. (5)
- It may be an arrow or instructor. (9)
- Come between a model and her work. (9)
- The name on the cheque for credit. (5)
- A famous name and a column. (6)
- He is usually in charge of lifeboat. (8)
- Not made of cement. (4-4)
- STIFLE (anagram). (5)
- Does not wear the victors crown. (5)
- A distant man of greatness. (9)
- Moist ports have one, very fragile. (9)
- A hermit may revel in it. (5)
- The heat is on it, must surely win. (3-9)

Down

- A ghost does, or bad memory. (5)
- A grass, but not a mark. (7)
- The necktie denotes him. (3-3)
- He only stands and stares, or is a gooc reporter. (8)
- One show's one's agreement. (7)
- A bedtime story, maybe (5-4)
- The novice's reward. (9-4)
- A single occasion, but final. (4-3-3-3)
- No fire, but a tight craftsman. (9)
- A famous musical? What a stater! (8)
- Goes with cake or loaf but not power (7)
- The instructor who shows how. (7)
- An outhouse addition perhaps. (4-2)
- What the golfer should replace. (5)

Solution to Crossword No. 73

- Across
1. Club together. 10. Ebb tide. 11. Burns up. 12. Tartan. 13. Weevil.
14. Image. 15. Grill Fossil. 17. Out of step. 20. Biter. 22. Unison. 24. Rubbish.
25. Suicide. 26. Italian. 27. Let well alone.
- Down
2. Libera. 3. Brigade. 4. Oversight. 5. Elbow. 6. Harsh. 7. Racket. 8. Ventri-
quid. 9. Speed merchant. 16. Impartial. 18. Tricot. 19. Florist. 20. Bobtail.
21. Tullion. 23. Neice.

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