

GEC AVIONICS

Rochester

NEWS

House Journal of GEC Avionics Limited

No. 92 September 1988

NEW-STYLE FARNBOROUGH



GAv has once again put a major contribution into the Farnborough Air Show, or as it was known this year, Farnborough International 88.

A big difference from previous shows was that the company exhibit formed part of the GEC-Marconi stand, reflecting the recent grouping of the many and varied defence

interests of GEC in the new company GEC-Marconi Ltd.

Lord Prior, in an address to international press representatives in the GEC-Marconi hospitality chalet on the first day of the show, referred to the all-round system capability developing from closely linked individual specialist defence companies, which enables GEC to offer integrated systems in a manner not easily matched by companies with a lesser range of technologies and products. For example our provision of a total range of aircraft night attack equipment enables us to offer complete packages for military aircraft, a capability not yet matched by any other company either in Europe or the USA.

A very topical example is the full scale development contract for the HUD for the Grumman A-6. Lord Prior also referred to successes such as Phoenix, itself being integrated into the major GEC 'BATES' battlefield control network for the British Army.

It was a busy week for the large number of senior managers and 'stand manners' who spent time at Farnborough to look after the interests of customers and the thousands of aerospace colleagues and the general public who attended the show - including many from Rochester not otherwise on duty.

Interest in GAv and its products seemed to be very good, but the final assessment of the success

of the exhibition in its new form will take many months to complete. But at least, at the time of writing early in the week, the English 'summer' was providing some superb flying weather for the crowds of visitors to enjoy the international display of all types of aircraft.

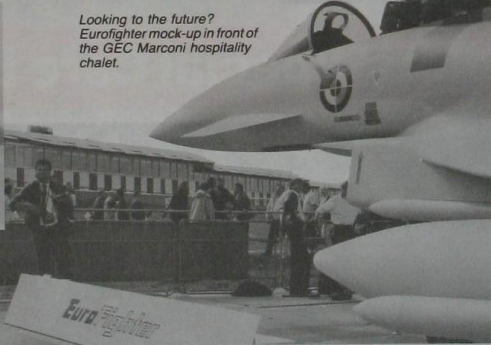
As 'FLIGHT' comments, it is only eighty years since the first powered, sustained, and controlled flight in Britain took place - at Farnborough.

Just about the length of GAv's history in aviation.



Taking a quick breather from duty at the stand reception desk. *Claudie Ahluwalia, Helene Cox and Maureen Scott.*

Looking to the future? Eurofighter mock-up in front of the GEC Marconi hospitality chalet.



GEC CHAIRMAN AT ROCHESTER AGAIN

Lord Prior was welcomed by Sir Michael Beetham and Ron Howard when he visited Airport Works on 5 July. Ray Reese, John Spinks, and David Clews, Assistant Managing Directors of our three Groups, were also present to give the Chairman an introduction to GAv, which was followed by a tour to several divisions.

In GSD, Deputy Divisional Manager Geoff Barnes intro-

duced colleagues explaining the Digital Map project, and in FCD Ray Dennis, DM, showed the Phoenix and 7J7 systems. After lunch, DMs of ISD, ADD and MASD and colleagues explained their work; Fred Mackley the SCADC project, Keith Snelling the HUD and Night Vision Goggles, and Alan Gallagher the demonstration and test rig for the anti-submarine system destined for the Indian Navy's Sea King helicopters.

Some Recent Appointments

Roy George, Chief Development Engineer in FCD, has been appointed Technical Manager in AS&RD, succeeding Bob Bower who has left.

And in FCD **Tom Hamill**, Marketing Manager, has been appointed Chief Engineer.

At Welwyn Garden City, **Andy Smith-West** is now Chief Engineer of Sonar Systems Division (Surveillance and Civil Systems Group).

Tom Crooks of the Purchasing Co-ordination Team is now Import/Export Manager.

ADD's HUD Contract completes Night Attack System for US Navy A-6 aircraft

Grumman Aircraft Corporation has awarded a contract to GEC Avionics for the full scale development of a wide field of view day and night Head Up Display, for the A-6 aircraft.

GAv already holds the full scale development contract from the USN for the aircrew night vision goggles (NVGs), with sister company GEC Sensors announcing, earlier this year, receipt of the award of the Forward Looking Infra Red (FLIR) sensor for the A-6.

Together the HUD, NVG and FLIR Sensor enable the A-6 to operate in all weather conditions, by night and day, and comprise the prime elements in a total Night Attack Navigation System (NANS). The NANS concept has been pursued by GAv in

the UK with the Royal Aerospace Establishment and in the US, using an A-6E aircraft of the US Navy, under project designation 'Real Night' night Head Up Display, which is currently being carried out at the Naval Air Test Center, Patuxent River, not far from Washington, D.C.

A key factor in the award of this latest contract to Airborne Display Division was the use of the latest electronic packaging technologies to achieve stringent performance standards combined with low power consumption.

Approximately 200 A-6 aircraft are currently in service with the US Navy and production options for the retrofit of a substantial number are expected to be awarded in the future.



Lord Prior, Production Manager 'Curly' Childs, and John Spinks, with Tessa Wellman in ADD's Production area.

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

Editor's Notice Board

APOLOGIES TO CACD and their Customers.

Regrettably a misprint crept into CACD's centre page feature in the last issue. The correct designations of the aircraft in the USA for which CACD systems have been selected are of course T-45 and ATF; more specifically T-45A which is destined for the US Navy, and the Advanced Tactical Fighter.

ACCOMMODATION REQUIRED

For New Employees commencing September/October

If you have a house, flat or room available to rent, it can be added to the Company Accommodation List. If you would like your property to be added to the list, please contact:
 Mrs S Stevens, Personnel Dept., Ext 3450

Tony Williams

Personnel Manager

Tony Williams, appointed Personnel Manager to succeed John Ainley, has been with GAV since 1982.

Born, brought up and educated in Wales, he says, Tony came to England when he started reading for his Economics degree at Loughborough University. He then completed a post-graduate course in Personnel Management, next joining GAV at Nailsea, where he achieved the position of Personnel Manager.

Joining Rochester in January last year as Principal Personnel Officer, he became responsible for Production and Engineering Services areas, until his promotion in June. His home is now in Loose.



Central Charities Fund helps MENCAP



Welfare Assistant Dinah Taylor handed over a cheque to Mrs. Carol de Lacey, Vice Chairman of MENCAP at Cobtree Hall.

The Maidstone & District branch of MENCAP is based at Cobtree Hall, Mote Park, Maidstone. It is the venue for a variety of group meetings for mentally handicapped people of all ages and their families.

As an old building in constant need of repair, the day to day running costs are high. Cobtree Hall is funded

largely by donations from the public, and all its staff are volunteers. Cobtree Hall is one of the many organisations the GEC Avionics Central Charity Fund is able to support.

If you would like to help us maintain this kind of support to MENCAP and other local charities, please ask for an application form from Personnel Records, for your regular contributions to be deducted from payroll.

More for All Saints' Special Care Baby Unit

Girls from the Canteen and Phase 3 building decided to go on a Sponsored Walk and Three Legged Race from the works to the Clubhouse at Hoo, to raise funds and have a bit of fun while doing so.

Nearly all of them were in Fancy Dress – and they all finished! They were delighted to raise over £1000, which has been handed over to the Baby Unit.

Taking part were Val Cass, Sue Marshall, Lorna Trigg, Barbara Troy, Sue Parr, Jenny Hawker, Liz O'Bray, Dawn Scott, Yvonne Smith, Kath Allen, Ingrid French, Maria Smoothy, Linda Strudwick, Vi Rains, Carol Evans, Tracy Evans, Elsie Weller, Doreen Raines, Sophia Spencer-Smith, Debby Spillett, Maureen Cass, all seen here in the Towers Car Park at the start.



They're all smiles now!

Canteen Porter Patrick Barry and Leading Hand Betty Colyer didn't always hit it off, so their colleagues in the Canteen thought up the idea of a "friendly week" – actually 3 days during which Patrick and Betty were really nice to each other, and to everyone else as well. But the point was that the truce was sponsored, in aid of the Special Care Baby Unit at All Saints. This was felt to be appropriate, as over a dozen canteen ladies have left recently to have babies. In the picture, Patrick and Betty keep their smiles on while they present a £200

cheque to two nurses from the Unit, with Bill Gostling looking on. (A)



"Bike Ride for the Babies"

The sum of £1198 referred to in the last issue by Ron Flewett was accepted by Clinical Teacher Julie Bishop. Left to right are Ron and his daughter Kelly, Mark Jackson with Luke, and Ron's brother Steve.



Substitute Chaplain

John Smith of ISD Planning has recently been appointed Substitute Chaplain at The Rochester Youth Custody Centre.

John has had an interest in working within the prison scene for the past seven years. He is also Kent Co-ordinator for Prison Fellowship and a staff member for England and Wales.

Prison Fellowship was

formed by Sylvia Mary Alison in March, 1979. Its aims have been to build bridges of love and practical care between local churches of all denominations and the barren hopelessness of the prisoners' life. Its method is to draw together and enable individuals with varying skills and experiences to share the message of Jesus Christ to all who are in prison.



APPRENTICES' CHARITY DISCO

Hugh McArthur at Hopewell Drive Training Centre writes:

"At the end of April this year there was an Apprentice Charity Disco held at the Club House.

From the proceeds of this disco we were able to donate

£42.00 to the Medway Children's Handicapped Society based at Woodlands Road, Gillingham.

Yours sincerely

H G McArthur
Organiser Training Centre"

Medway ITeC and their children's car

John Richards, Manager of Medway Information Technology Centre, recently handed over a little blue car, pictured here, to children at Fulmar School in Strood.

The electric car was made by trainees of ITeC at Upbury Manor, who have undertaken a number of projects benefiting local disabled children. This particular 'model' car travel at 5 mph, and will provide much enjoyment and benefit for the youngsters with learning

difficulties at Fulmar.

GAV's support of ITeC, which includes provision of the Board of Sponsors' Chairman Dr. Peter Carlington and other board members, is used by them to help the local community in many ways as well as the more usual one of helping to provide training for computer and information technology areas.

Obituary

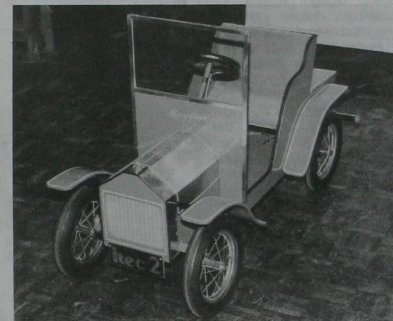
We have heard with regret that **Ernest Morton** of ADD Engineering Model Shop passed away in the early hours of the morning of July 1st.

Ernest had been employed with the Company since January 1969, and prior to that between 1950 and 1966.

He had been suffering with Lung Cancer for some time.

He leaves a widow, **Alfreda Morton**, who is also employed at GAV, in the Print Room in Reprographics Department.

Also, **'Roger' Keyse**, Quality Surveyor in AS&RD, died in May. He had been with the company since 1968, coming to us following Navy Service and a spell in the off-license trade. Roger was one of the first AS&RD people to be made up to Quality Technician status, and most recently has been Surveyor on the night shift. One of his two sons, **Adrian**, is in ATED Production.

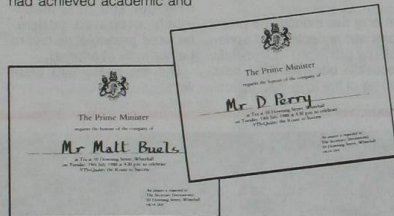


PREMIER TEA PARTY

David Perry, Manager Training Services, and **Matt Buels**, Second Year Apprentice, were pleased to accept the Prime Minister's invitation to tea on 19 July 1988. The occasion, which was attended by some 40 current and past YTS trainees and their training managers from around the country, highlighted particular successes achieved by YTS trainees. These included the Enterprise Challenge Competition whose winners received certificates from Mrs. Thatcher and The Best Advertisement for YTS which featured Matt, as described in the last issue.

The Prime Minister explained the importance of achievement and quality performance at all levels and congratulated trainees who had achieved academic and

work related certificates. The event concluded with a guided tour of 10 Downing Street the guide being ... Mrs. Thatcher.



Concorde's New Livery

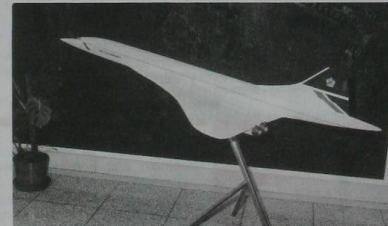
For many years there has been a large model of Concorde in Towers Reception,

much admired by visitors as they arrive as well as our own people as they pass.

A few months ago Don Craig, Chief Engineer for British Airways at Heathrow, offered to refurbish it and paint it in BA's latest colours. This was not an easy task for the painting owing to the model's size.

Ron Howard in a letter of thanks said "the beloved machine is now once again in our main foyer, looking resplendent in its new livery, and attracting lots of attention ... we very much appreciate the efforts of your people in coping with the task. Many thanks to them all!"

Go and have a look. (A)



INTERDIVISIONAL FOOTBALL

Len Mears, having completed 18 years officiating in the competition and about to retire, has contributed this team photograph of the 1988 finalists, CMS and AS&RD. A great game he says, the first time it has gone to 0-0 at the whistle, still 0-0 after 15 mins each way extra, and finally going to CMS 1-0 on penalties.

Everyone interested in this competition will wish Len well after his sterling service for so long.



FARL (and ADD)

— AND THE 'BINOCULAR HELMET'

— AND THE HASKETT TROPHY

Three dimensional display – 3D or stereoscopic imaging – is a technique which has long eluded the cinema and television industries, trying to produce a true-to-life representation of the scenes they reproduce. Certain aspects of the technique however are applicable for use in the display of information to pilots, and with this in mind FARL started, about five years ago, some design studies for possible future helmet-mounted optical systems.

Early ideas led to two possibilities for presenting images to both a pilot's eyes. One used two cathode ray tubes, another one CRT and a beam splitter. Initially the second was chosen and led to the Falcon Eye bi-ocular helmet system. However the Royal Aerospace Establishment at Farnborough, with whom FARL were working very closely, came up with a requirement for a fully binocular system for use in helicopters.

This led to the start of work on a proposal for RAE, by a small team led at first by Andy Fordham (now with GAVinc. in Atlanta), then by Alex Cameron (now in ADD). Staff Ellis, Company Design Consultant, became involved in the latest of a long line of his HUD and helmet designs, and a prototype solid model was prepared for RAE. The two stages of the project, design study and report followed by development, went on apace with engineers Mike Ewer and Kevin Maplesden increasingly making their contributions.

The binocular version was required by RAE, but interest was also being shown by FARDE for a monocular



Keith Harvey and Mike Ewer, and Kevin Maplesden holding the main feature of "the new, innovative development of advanced Helmet Mounted Display Systems offering a 3D display capability".

version to be used in indirect viewing systems in armoured vehicles. The electronics have been designed to cater for both modes.

For the first fully stereoscopic application ADD were asked to write a proposal – FARL actually produced this owing to the pressure of time.

In only five months the proposal was accepted and a one-off unit produced – fortunately possible because ADD held some of the long-lead optical

items in stock. The customer was seeking a head-mounted stereoscopic display system for use by the boom operator on the McDonnell Douglas KC10 air-to-air refuelling tanker. This version of our system works in conjunction with TV cameras supplied by Teledyne, and is mounted on a 'skeleton' helmet formed from the inner harness of a pilot's hard helmet and a brim. Most of the modules are identical to the RAE version; ground tests have been successful and the system will shortly be evaluated in flight conditions in the USA.

The RAE version has been delivered for flight trials in a Lynx helicopter as part of an advanced avionic suite.

Haskett Trophy

It was 1.00 on the day when entry synopses were due in at 5.00, that someone said "the Binocular Helmet Mounted Display System shall be an entry to the 1987 competition". Frantic drafting took place, with the added need to consult an inaccessible Alex Cameron up at the main factory. Chief Scientist Don Price did some fast talking to keep John Neate, who was collecting entries, in his office until 5.30, when the document was breathlessly handed over. That was only the beginning – on the day of the final presentations to the panel of assessors, the programme over-ran and the meticulously prepared and rehearsed presentation had to be hurriedly shortened.

But the FARL/ADD team won.

And as a post-script – FARL also won the Management Trophy for the most points won by individuals, at the Annual Sports Day. See centre pages.

HOLLYWOOD:LA.

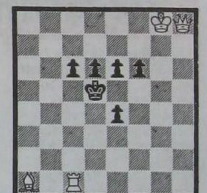


The Editor got it wrong. Misunderstanding the information given, he did not appreciate that the Fred White who owns this plate is the man who runs our Los Angeles office. Hence half the point of the story was missed.

Many apologies to any reader who was puzzled by this, and particularly to Fred White himself, and to Lear Astronics.

CHESS PROBLEM

White to play and mate in two moves



Solution on Page 12

Chief of Naval Staff comes to Rochester

During July, Sir Michael Beetham and Ron Howard welcomed Admiral Sir William Staveley, GCB ADC, CNS and First Sea Lord, on a visit to GAV. The Admiral was accompanied by his Naval Assistant, Captain W. McKnight, LVO, RN.

Also involved in a programme of presentations and visits were General Managers Bob Wilkinson and John Colston, and Group Systems Executive Dave Hussey, together with members of the divisions visited.

These were MASD, ISD, GSD, and ADD. In the picture our visitors are seen in ISD's SCADC Production area, with the work of Debbie Day, Assembler, being explained by John Colston. (B)



ATED in Eurologs Consortium to Support EFA

Five European companies have joined forces in a consortium called 'Eurologs' to promote a new concept for the development, production and in-service support of the avionics systems on the European Fighter Aircraft.

The Eurologs companies, GEC Avionics, Insel (Spain), Siemens (Germany), Rohde & Schwarz (Germany) and Selenia (Italy) all have extensive experience in the support of complex avionics systems in national and international, civil and military fields.

The concept they have developed named 'EFATEST' recognises that a multinational programme such as EFA requires prime equipments to be manufac-

tured in a number of places, and that these equipments will then be tested and supported on differing test systems in a variety of locations. The EFATEST concept ensures that the varied test systems apply common test programs and procedures via a common operator interface.

The Eurologs concept places few restrictions on the avionics system manufacturer when specifying and building support systems. Test procedures developed using EFATEST will be transportable to any Eurologs format test system without modification or re-commissioning.

The EFATEST software suite will be compatible with

a wide variety of computer systems, maximising the degree of choice available to the customer whilst ensuring that a common operator interface is retained.

Standard software interfaces protect the user from test equipment obsolescence by allowing any test function to be achieved on a range of instrumentation without test program modifications.

For EFA, the test specification language ATLAS has been mandated in a serious effort to standardise the test specification requirements on the program.

ATE Division's long experience in innovative uses of ATLAS bodes well for the success of this concept.

ON TRIAL WITH THE ROYAL NAVY SSD's Anti Submarine Warfare Mission Replay System

Sonar Systems Division's SP2104 ASW fast time acoustic processor is currently undergoing evaluation and trials with the Royal Navy.

SP2104 is a compact mission replay system for the analysis of sonobuoy data recorded during airborne ASW missions. Installed on board ship, SP2104 reprocesses data at up to eight times real time, providing

swift, accurate data analysis for debriefing aircrew and for target confirmation and classification. Data is displayed via a high resolution colour monitor, with an optional hard copy interface, whilst a simple control system offers the full range of signal processing options to cater for varying sea conditions and target types.

Throughout the current

"Outback '88 Naval Deployment" exercises, involving several countries' Navies, SP2104 is operating on board HMS Ark Royal as a mobile data analysis unit.

However, its modular design can be easily extended to create a large scale system which will form part of a comprehensive integrated suite for detailed data analysis.

Bowls Match

A friendly was held recently at Townsend Hook Bowls Club, Snodland, between an AS&RD representative team and a Townsend Hook workshop side. The match stemmed from a challenge issued by Dave Knight of Townsend Hook to his son Tim, a Quality Technician in AS&RD clean room. The game was to consist of 4 rinks of 2-wood fours with the overall score of the four rinks to decide the winners.

For the 1st rink, Malcolm Easter and Ron Masters of AS&RD teamed up with father and son, Ron and Kev Taylor

(Ron a former Quality Technician in AS&RD and Kev of ADD Test). This was the only rink that the AS&RD team were to win and it became a very close contest with an early 21-8 lead being cut to a final score of 21-19.

Skipped by Glen Bartle (AS&RD), the second rink was one of the less experienced fours who were not a match for the Home team's all round strength. The AS&RD four lost this rink by 26 shots to 8.

Frank Szalay and Maurice Woodridge guested for the AS&RD team on the 3rd rink, and with Denis Martin and

Bob Carr they competed in a 'See-Saw' battle which they eventually lost 18-12.

The 4th rink incurred the heaviest defeat at 37-15 but they were up against probably the strongest side.

At 100-56 the final score reflects the overall strength of the Townsend Hook team and the number of "Novices" in the AS&RD team. Nevertheless so successful and enjoyable was the evening's sport that at the after match buffet, it was decided that more matches would be arranged in the near future.

SO YOUR KIDS MAKE HOWLERS TOO!

Some mistakes reveal a refreshing, if bizarre, view of life

EVERY YEAR teachers at a northern comprehensive school compile the most notable examples of howlers made in school exams. Proceeds from publication of the collection go to charity. Here is a selection from the 1988 edition.

■ Most heat is lost through widows but you double glaze them.

■ She had bad arthritis and smoker's cough but she never complanes, just solders on.

■ Q. Which breed of cattle have a white head?
A. Sheep, goat and shetland.

■ Q. Name a British fish-eating eagle.
A. Flamingo.

■ When gas leaks in the North Sea you can smell it.

■ North America is larger than Austria and the calamities are different in a lot of ways.

■ Australia has a large area of topical dessert.

■ His girl friend is feeling left out because he spent more time on his motor bike than on her.

■ Q. Which battle took place during the Armada campaign?
A. The Battle of Grace-lands.

■ Q. What does the word Kaiser mean?
A. A Japanese sniper.

■ Q. Give the names of two vaccines that Pasteur developed.
A. Sheep and hamsters.

■ Some doctors tried to do it [surgery in the days before anaesthetics] as quick as possible to ease the pain but many chopped off the patients vital parts in the process.

■ When a woman is giving birth she should experience pain to do her moralities good.

■ James I had a drinking problem but in those days they called it a custom.

■ Even Queen Elizabeth had a bath every phew months.

■ Lenin seemed very shy but came out of his shell later on when he ruled Russia.

■ A Roman house was supported by pillows.

■ Q. Give reasons why the Romans invaded Britain in AD 43?
A. To get revenge, for skins and leathers.

■ Q. Name the town where Hadrian's Wall started.
A. Wainut on Solway.

■ He couldn't have committed suicide because he most probably would have knifed himself or something but not by hanging because if he hanged himself he would be dead.

■ Q. What does the word Renaissance mean?
A. Afterbirth.

■ Q. Describe the kind of punishment that was called keel hauling.
A. Dragged under the sheep backwards.

■ Henry VII came to the throne in 1485 after the battle of Vietnam.

■ Q. What was this period of change in the English Church called?
A. Reincarnation.

■ In about February we go into the fields and plant tea bags and if the weather is good there will be a good crop of tea.

■ Trench foot is the bottom of the trench and if a bomb came everyone go to the bottom and duck.

■ Galileo was able to prove Copernicus' theory about plants going round the sun.

■ Q. List three things you need to consider before beginning to design and make your cooking utensil.
A. The design of hand and bottom which could be easiest to get into tight corners.

■ Q. How was Germany punished for starting the First World War?
A. They weren't allowed to eat jelly babies.

■ Greek priests wave incense about and make smells like Catholics.

■ Q. In what year did the Gunpowder Plot take place?
A. 1943.

■ Michaelangelo is famous for lying on his back and the last judgment.

■ Henry VIII was interested in war and married his brothers dead wife.

■ Very important members of staff especially the caretaker should not smoke in school.

■ Q. Give an example for everyday life where expansion of a solid can be a problem and say how the problem is overcome.
A. If you have been walking for a while your feet expand. Take your shoes off and relax. They go back to normal size.

■ Q. Do you think King Charles had a fair trial? Give a reason for your answer.
A. He did deserve what he got because he refused to take his hat off.

With acknowledgements to "THE INDEPENDENT".

Let's have any made by your family - with name and school (not for publication, to spare your blushes!). Ed.



Part of the AS&RD Bowls Team. Top Row: (L-R) Geoff Dray, Ron Masters, Pat Richards, Malcolm Easter, Graham Christopher, Glen Bartle. Front Row: (L-R) Dave 'Boss' Hogg, Maurice Woodridge, Tim Knight.

Rink	AS&RD Teams	Townsend Hook Teams	Results
1	Kev Taylor (ADD Test)	John Laws	AS&RD won by 21 shots to 19
	Malc Easter (Clean Area)	Wally Lamb	
	Ron Masters (Supply)	Nick Peen	
	Ron Taylor (Ex-'A' Section)	Darren Barr	
2	Pat Richards (Contracts)	Ray Brimstead	AS&RD lost by 8 shots to 26
	Dave Hogg (Stores)	Terry Bonner	
	Geoff Dray ('C' Section)	Ian Beard	
	Glen Bartle (Clean Area)	John Reif	
3	Frank Szalay (GSD-QA)	Jock Thompson	AS&RD lost by 12 shots to 18
	Maurice Woodridge (GSD-QA)	Vic Wood	
	Bob Carr ('C' Section)	Ted Marsh	
	Denis Martin (Clean Area)	Dave Macathy	
4	Graham Christopher (Clean Area)	Brian Knight	AS&RD lost by 15 shots to 37
	Bob Wood (Clean Area)	Les Bridger	
	Clive Latham (Clean Area)	Mel Lawrence	
	Tim Knight (Clean Area)	Dave Knight	
Overall Score		Townsend Hook - 100	
		AS&RD - 56	

25th GEC AVIONICS SPORTS DAY at Deansgate



Third time lucky! FCD won 2-0 this year, having previously lost twice to FARL. Front to back – Neil Trickett, Richard Hale, Mark Cook, Alan Reilly, Matthew Collinson, Mark Agnew.



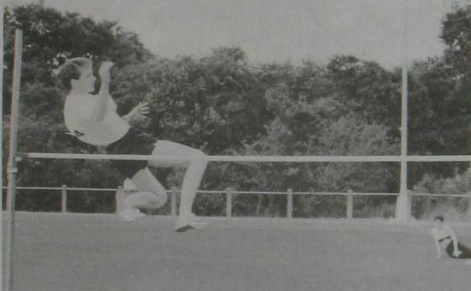
Graeme Saker (AS&RD) finishing in the Mens 800m. Not only Gav A.C.'s top athlete in 1988, Graeme won Bronze Medal at 1500m in the UK Championships, and holds the Southern title at the same distance. And no – the track isn't Birmingham Alexander and no, that isn't Seb Coe bringing up the rear.



High win



Martin Forder (ISD) wins the 1500m. Martin is the reigning AAA junior champion indoors at 800m.



David Gurr (CACD) in the Mens High Jump.



Perhaps it's easier to run. Steven Cheetham (FARL), second place in the walk.



Kirsti Newton (FCD), first in Womens and sharing Womens Victor Ludor



Mens Long Jump – or “who took the deck chair?” – Mark Hitchmough (MASD).



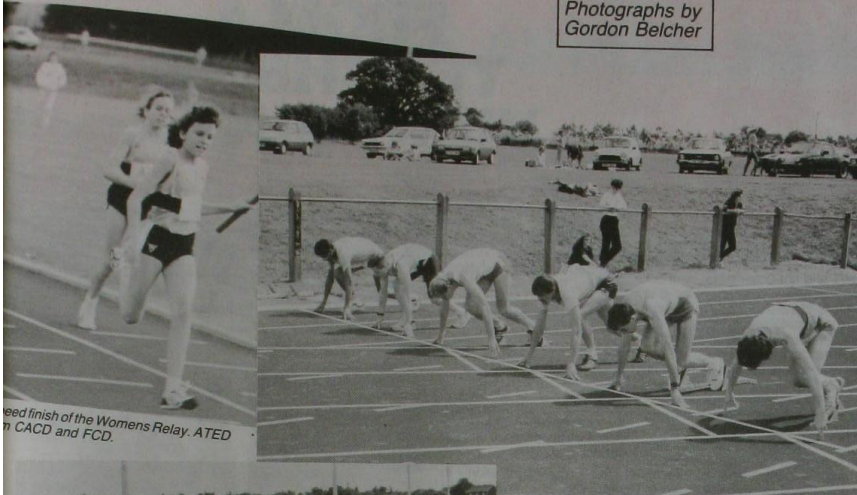
Sue Brissenden, winner of Womens Shot Putt.



Steve Small accepts the Inter-division of FARL. He was also second in Vict

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Photographs by
Gordon Belcher



Speed finish of the Womens Relay. ATED in CACD and FCD.



Start of a Mens 100m heat.

Men's Veterans. Edwin Cheetham, winning again, has shot out of the picture, but Gene Joyce, Ray Reese, Mo Jury, and Dick Collinson are in hot pursuit.

And at the Prizegiving, winners receive their trophies from Mrs. Frances Reese.



In the picture after all, Edwin Cheetham collects his Veterans Trophy.



Trophy on behalf Ludorum.

Ross Hudson (ATED) Victor Ludorum for a second year, went on the next day to represent Kent at the Inter-counties Championships.

The Results

Management Trophy

	pts
1 FARL	96
2 FCD	66
3=GAV	50
3=ISD	50
5 ATED	45
6 PSD	38
7 CACD	29
8 MASD	25
9 AS&RD	15
10 ADD	5

Victor Ludorum Trophies

Men	pts
1 R. Hudson (ATED)	24
2 S. Small (FARL)	20
3 G. Storer (MASD)	16
4 D. Gurr (CACD)	14
5 M. Butler (FCD)	12

Victor Ludorum Trophies

Women	pts
1=K. Newton (FCD)	19
1=S. Nash (ISD)	19
3 P. Brissenden (GAV)	13
4=V. Chapman (GAV)	10
4=S. Marshall (GAV)	10

Men

100 metres	sec
1 R. Hudson (ATED)	11.3
2 D. Cooper (GAV)	11.4
3 M. Butler (FCD)	11.5
4 D. Dickson (FARL)	11.7
5 S. A. Cheetham (FARL)	12.1
6 N. Dobson (CACD)	12.4

200 metres	sec
1 R. Hudson (ATED)	22.3
2 D. Gurr (CACD)	22.8
3 M. Butler (FCD)	22.9
4 D. Dickson (FARL)	23.7
5 M. Forder (ISD)	23.7
6 S. A. Cheetham (FARL)	23.9

400 metres	sec
1 R. Hudson (ATED)	49.3
2 G. Saker (AS&RD)	50.1
3 M. Butler (FCD)	50.4
4 D. Gurr (CACD)	50.7
5 S. A. Cheetham (FARL)	53.5
6 D. Dickson (FARL)	57.0

800 metres	min/sec
1 G. Saker (AS&RD)	1:58.6
2 R. Rider (ATED)	2:02.1
3 M. Bloore (ADD)	2:22.0

1500 metres	min/sec
1 M. Forder (ISD)	4:26.5
2 S. A. Cheetham (FARL)	4:32.9
3 M. King (GAV)	4:33.8
4 G. Williams (FARL)	4:35.3
5 P. Maycock (PSD)	4:42.5
6 A. Monk (GAV)	4:44.8
7 M. Bloore (ADD)	4:44.8
8 P. Tattersall (AS&RD)	4:55.8
9 G. Duckworth (PSD)	5:06.9
10 D. Dewinton (MASD)	5:07.0
11 A. Daor (FARL)	5:11.9
12 W. Richards (AS&RD)	5:12.1
13 T. Botting (PSD)	5:24.0

4 x 100 metres Relay	sec
1 FARL	47.0
2 FCD	47.8
3 CACD	49.9
4 PSD	51.8
5 GAV	52.9
6 ATED	59.9

1500 metre walk	min/sec
1 T. Hayes (ISD)	7:33.8
2 S. R. Cheetham (FARL)	7:56.2
3 P. Tattersall (AS&RD)	8:39.5
4 C. Utting (FARL)	9:16.4
5 M. Jury (ISD)	9:25.8
6 M. Bloore (ADD)	9:54.1
7 D. Dewinton (MASD)	11:55.5

High Jump	metres
1 D. Gurr (CACD)	1.68
2 S. Haddock (PSD)	1.60
3 M. Hitchmough (MASD)	1.55
4 S. Small (FARL)	1.50
5 R. Davies (FARL)	1.40
6 R. Hale (FCD)	1.40

Long Jump	metres
1 R. Hudson (ATED)	5.94
2 S. Small (FARL)	5.52
3 S. Jury (ISD)	5.41
4 R. Davies (FARL)	5.32
5 M. Hitchmough (MASD)	5.29
6 T. Botting (PSD)	5.10

Shot Putt	metres
1 G. Storer (MASD)	12.49
2 A. Reilly (FCD)	8.75
3 S. Small (FARL)	8.68
4 S. Haddock (PSD)	8.30
5 M. Cook (FCD)	8.23
6 R. Hale (FCD)	8.14

Discus	metres
1 G. Storer (MASD)	34.30
2 C. Leach (GAV)	33.76
3 S. Small (FARL)	22.00
4 R. Hale (FCD)	21.04
5 A. Reilly (FCD)	20.94
6 R. Davies (FARL)	20.76

Javelin	metres
1 G. Storer (MASD)	48.92
2 C. Leach (GAV)	42.14
3 S. Small (FARL)	38.34
4 C. Slaveley (FARL)	32.70
5 M. Cook (FCD)	29.86
6 T. Letley (FARL)	28.42

Tug-of-War	
1	FCD
2	FARL
3	PSD

Veterans Handicaps

Men 100 metres	sec
1 G. Cheetham (FARL)	11.2
2 G. Joyce (CACD)	12.0
3 R. Reese (GAV)	12.0
4 M. Jury (ISD)	14.1
5 R. Collinson (FARL)	14.4
6 D. Dewinton (MASD)	15.2

Women 100 metres	sec
1 M. Cheetham (FARL)	19.3
2 J. Mitchell (FARL)	20.3

Women

100 metres	sec
1 F. Webb (ATE)	13.7
2 K. Newton (FCD)	13.7
3 A. Tagg (PSD)	14.8
4 K. Skinner (PSD)	15.3
5 T. Palfett (PSD)	18.5

800 metres	min/sec
1 A. Tagg (PSD)	3:06.4
2 K. Skinner (PSD)	3:18.6
3 S. Parr (GAV)	3:32.8
4 S. Brissenden (GAV)	3:43.9
5 T. Palfett (PSD)	3:54.5
6 S. Marshall (GAV)	3:55.9
7 P. Brissenden (GAV)	4:09.7
8 S. Curtis (FARL)	4:23.1
9 V. Chapman (GAV)	4:38.2

4 x 100 metres Relay	sec
1 ATED	59.1
2 CACD	59.3
3 FCD	59.5
4 GAV	64.2
5 PSD	65.8

High Jump	metres
1 P. Knowles (GAV)	1.35
2 K. Newton (FCD)	1.25
3 S. Marshall (GAV)	1.15
4 J. Godden (FARL)	1.10
5 V. Chapman (GAV)	1.05

Long Jump	metres
1 K. Newton (FCD)	4.40
2 S. Brissenden (GAV)	4.25
3 P. Brissenden (GAV)	3.96
4 S. Nash (ISD)	3.86
5 M. Rees (ISD)	3.80
6 S. Marshall (GAV)	3.43

Shot Putt	metres
1 S. Brissenden (GAV)	9.56
2 S. Nash (ISD)	7.16
3 V. Chapman (GAV)	7.12
4 P. Brissenden (GAV)	6.88
5 A. Tagg (PSD)	6.35
6 S. Parr (GAV)	6.11

Discus	metres
1 S. Brissenden (GAV)	22.44
2 S. Nash (ISD)	20.18
3 V. Chapman (GAV)	19.82
4 S. Marshall (GAV)	18.04
5 P. Brissenden (GAV)	17.28
6 V. Cass (GAV)	16.60

Javelin	metres
1 S. Nash (ISD)	27.44
2 P. Knowles (GAV)	20.00
3 M. Rees (ISD)	18.86
4 K. Newton (FCD)	13.94
5 S. Marshall (GAV)	12.64
6 P. Brissenden (GAV)	11.54

Boys

100 metres (10 and under)	sec
1 R. Letchford (GAV)	16.7
2 B. Dewinton (MAS)	18.3
3 A. Trowell (GAV)	18.7
4 A. Dewinton (MAS)	19.0

100 metres (11/13 years)	sec
1 C. Bathews (GAV)	12.2
2 A. Letchford (GAV)	13.1
3 L. Spencer (GAV)	13.3
4 S. Millen (GAV)	13.9
5 S. Chittenden (GAV)	14.2
6 S. Boorman (GAV)	14.4

400 metres (14 years)	sec
1 S. Millen (GAV)	63.7
2 C. Bathews (GAV)	67.8
3 P. Coudridge (GAV)	68.3
4 A. McDougall (GAV)	69.8
5 L. Underwood (GAV)	74.9

800 metres (15/16 years)	min/sec
1 S. Jury (ISD)	2:15.6
2 M. King (ATED)	2:17.5
3 S. Lake (ISD)	2:21.8
4 A. Monk (ATED)	2:24.8
5 G. King (ATED)	2:34.3
6 A. McDougall (FARL)	2:35.5
7 L. Underwood (FARL)	2:55.9

80 metres Hurdles	sec
1 C. Bathews (GAV)	13.1
2 L. Spencer (GAV)	13.1
3 A. Letchford (GAV)	14.9
4 S. Boorman (GAV)	16.0

Colts 80 metres Hurdles	sec
1 J. Murphy (ADD)	16.0

Girls

80 metres (9 years)	sec
1 B. McPhee (FARL)	13.1
2 C. Bradley (GAV)	13.8
3 A. Bratley (GAV)	13.9

100 metres (12/13 years)	sec
1 S. Wilcombe (FCD)	14.8
2 M. Savell (FARL)	15.0
3 E. Smith (GAV)	15.6
4 L. McDougall (FARL)	16.0

100 metres (12/13 years Race 2)	sec
1 R. McPhee (FARL)	14.8

100 metres (14/16 years)	sec
1 P. Knowles (Guest)	13.5
2 K. Newton (FCD)	13.6
3 S. Pentecost (Guest)	14.4
4 K. Gordon (Guest)	14.5
5 K. Snedden (Guest)	14.5
6 S. Sutton (Guest)	15.1

800 metres (Over 13 years)	min/sec
1 K. Gordon (CACD)	2:26.4
2 L. Snedden (FCD)	2:32.1
3 K. McPhee (FARL)	2:39.3
4 S. Pentecost (PSD)	2:41.0
5 S. Sutton (Guest)	2:44.2

800 metres (11/13 years)	min/sec
1 M. McPhee (FARL)	2:25.3
2 S. Wilcombe (FCD)	2:29.6
3 L. McDougall (FARL)	2:56.7

Would you like to help Young Enterprise?

Brian Parrott, Project Leader in GSD, is one of the Advisers to the Young Enterprise organisation, which is part-sponsored by GAV. Many of the YE 'companies' have in the past years been advised by people from many different divisions, some of them have spent time in the factory. Chris Frost, Site Services Manager, is now on the area board of Medway and Gillingham YE, and Don Short is on the local Management Committee.

Brian has written: "I do not know whether you are acquainted with YE, but it is involved with giving youngsters between the ages of 15 and 19 some experience of setting up and running their own company. The young-

sters, known as achievers, sell shares, manufacture their chosen products – or organise their chosen business line whatever it may be – and organise their activities in performing their company's business. This includes keeping adequate accounts, minutes of any meetings and records of production (methods of manufacture, stock of completed and part finished goods, etc.) and sales (sales stock, sales vouchers etc).

The point of this letter is that there is a shortage of people who are willing to act as advisers. Such people are required to give up a couple of hours each week to advise a company of achievers. We

aim to have a team of six advisers for each company and are currently short of our goal. Advisers are needed in all of the areas but in particular we are lacking help in the production sphere, that is not to say that advisers with accountancy and managerial skills are not also required. The basic requirement being a lot of common sense and enthusiasm.

The scheme has a session running from late September to late April and we require volunteers for the coming session.

If you require anymore information I can be contacted on extension 4201".

Mick Porter (ISD) on Ex 3271 will also be pleased to give you more information.

Brian Parrott

FROM A TEACHER'S VIEWPOINT ...

This summer, **John MacArthur** spent nearly three months at GAV, having been awarded a Teacher Fellowship by the I.Mech.E. for a study period in industry in the 17th year of the scheme.

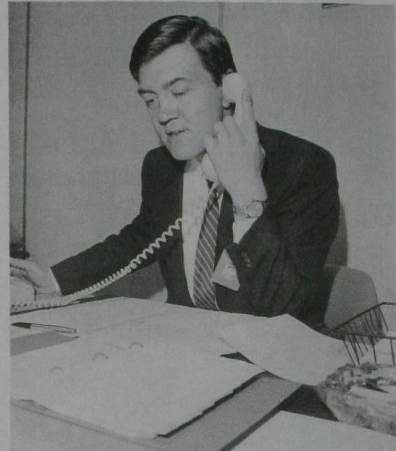
John who lives in Lordswood, is taking up the post of Head of Physics and Computing at Chatham Grammar School for Girls in September, so his name will become better known to GAV people with children at that school.

Following graduation in 1976 with BSc Physics and Biology from Lanchester Polytechnic, followed by MSc Crystallography from Birkbeck College in London University, John taught at a comprehensive school in Coventry before moving to Gravesend Grammar School for Girls teaching Physics.

During his time at GAV, John had one or two chats with your Editor, having been asked to make his Fellowship and the scheme more widely known. To sum everything up, he has written (in July) the following letter, which is intended also to act as a 'thank you' to all the people who gave their time and effort in helping him.

"As agreed, a word or two about the past eleven weeks ... (I am trying to be both brief and succinct, having attended part of Grant Eustace's Effective Writing course last week). We discussed overall aims: to gain a helicopter perspective of the whole operation, by spending time with the directors, managers, trainers and apprentices, and to use the insights gained to develop a feel for the whole industrial context.

As a profession, we are not accustomed to taking on board the concepts of commercial and military sensitivity, so this was a particularly valuable side to the placement. As to the hard side, as you remember, I've spent a little time in ADD, basically learning about clean room conditions, holographic manufacture, and doing a little bit of R&D. I am conscious of the fact that the frontiers of knowledge haven't been pushed back a long way, but I've been able to do something I'd never have had opportunity to do at school, and I propose taking what I've learned back into the school laboratories with a view to attempting to make some holograms there. This will require the construction of an optical bench, which will probably be quite fun to try to make. ADD were also kind enough to lend me a computer which I have been using to learn PASCAL, following a course supplied by the Train-



ing Dept; the software package has also been very useful to a head of IT.

The Training Department has had the lion's share of my time over the last few weeks. The Training Manual, a red loose leaf book about the size of a family Bible, has not always been met with universally positive enthusiasm on its arrival in divisions. In the interests of good customer relations, therefore, I have been casting an education-ist's eye over the content and presentation of skills required, with a view to making the whole package rather more user friendly, perhaps containing rather fewer words, so as to facilitate the jobs of those delivering, receiving and monitoring the training process. I have attended meetings between production managers and the Training Department, and have input successfully in those meetings. I have been allocated an implementation group, which has worked very hard indeed to put together a new and hopefully less complicated strategy for the delivery of first year apprentice training, and has made recommendations for second year implementation also.

You'll appreciate that all this at the moment is unofficial, but the shiny new book will burst on the world in all its glory probably after I have ridden off into the sunset.

Next week, all the Teacher Fellows reassemble in Nottingham to share experiences, debrief, and gird up their loins ready to write up. For our sins, we have to produce a six thousand word report on our experiences,

also present a short presentation to our collective paymasters in September, to which all the great and the good are being invited from education, government and the Institute. Thereafter, each Fellow is interviewed by a panel of assessors, which we're all looking forward to enormously.

After the dust has settled, we will then return to the relative normalcy of our classrooms, to implement all that we've learned. I shall have made sufficiently powerful links with people here to draw on a battery of expertise which will be useful in school, but more than that, I shall take back with me an awareness of industrial method and procedure that will filter down to those whom I teach, so that their awarenesses are raised also. John Spinks said at our meeting that industry basically needs those who are numerate, and have a little common sense. I read that as something of an indictment on our system, since the clear implication was that he was coming across rather too few sensible numerates. My time here has above anything else provided me with time to reappraise my teaching methods in the light of the way that industry solves its problems, by constructive teamwork and co-operation.

In conclusion, thank you for opening doors for me which might otherwise have remained closed.

Kind regards,

sincerely yours,

John MacArthur
Teacher Fellow I.Mech.E."

GAV versus MoD



Middle & back rows (l to r) Simon Frost, Bob Wilkinson, Dave Reeves, Mike Tomsett, Bob Curtis, Murray Gibson, Brian Tucker and Dave Silsbey.
Front row (l to r) Dave Stratton (Umpire), Richard Watters, Geoff Richmond and John Colston.

On 22nd June GAV and MoD met for a cricket match at the GAV/BP sports ground at Hoo. The GAV team, led by Simon Frost, were a loose collection of near professionals, weekend cricketers and raw novices; they met a similar team from DAES led by Stewart Ross. GAV batted first and for a while it looked like a walkover as Simon knocked off some quick runs. However, MoD started to fight back, assisted by Bob Wilkinson who contrived to run out his partners using his managerial authority to leave them stranded in mid pitch. The real discovery of the GAV innings was John Colston who used his considerable weight and a good eye to score some very good boundaries.

The MoD innings was

characterised by some very dubious pro-GAV umpiring decisions from Roger Massey. Roger's credibility is very much reduced in MoD eyes and contracts will be much tougher in future. George Evans, the MoD RTO at GAV proved to be the anchor of the MoD innings. He stood at his crease as balls hurtled past and he stopped the rot. However, ultimately it was decided that runs must come before wickets and he was 'retired'. This brought in MoD's secret weapon, an out and out slogger who, in the frantic last few overs, brought the MoD score to within 5 of GAV. GAV's star bowlers were Brian Tucker who has a fair pace and a good arm action and Bob Wilkinson who relies on guile rather than speed.

Richard Watters who should have been the star of the match got only a few runs and was banned from bowling by his captain to prevent further loss of customer good will.

After the match came the fines, everyone was penalised; many for cowardice in the face of the opposition bowlers, others for sycophantic support of their boss in his vain appeals, others for vigorous wagging of fingers at the umpire whilst appealing, etc. All the fines went to a charity which provides sports equipment for the handicapped.

By the end of the evening good relations had been restored and MoD threatened revenge in next year's match.

Not All Plain Sailing!

I have recently acquired a small yacht, and after a few tentative journeys up and down the River Medway near Rochester I felt bold enough to attempt A VOYAGE TO THE MOUTH OF THE MEDWAY. The sea (or in my case the river) and superstitions go hand in glove. I am now, but never was, superstitious. The date unwittingly chosen for my epic journey was a 13th.

We (a very brave young lady from our office, whom I will call 'Crew' so as to save any embarrassment, and I) set off early in the morning with the intention of a pleasant day's sailing in front of us. To get to the yacht we had to row out in a dinghy. Crew had no wellingtons so I lent her a pair that were unfortunately two sizes too large. The tide was out and the mud was deep, you guessed it, she got stuck. There she was holding the back of her wellies and trying to walk through mud that was threatening to overflow and give her a smelly wet start to the day. Eventually we set off and headed down stream. The wind dropped just as we were going past the old Royal Naval Dockyard. "Oh that's most probably because we're in the lee of the land" I said, hoping to instil both confidence in my ability and knowledge into my new crew. Sure enough, and to my relief, the wind picked up as we drifted

almost uncontrollably into a wider part of the river.

The rest of the outward journey was somewhat uneventful. We turned right at the Thames and sailed along past Minster on the Isle of Sheppey. Crew looked behind us and saw that the sky was filling in with big black ominous clouds, so we turned round and headed for home. At this point we had been out for about 4½ hours. On the way back to the Medway, Crew decided to go to the 'Little girls room'. Just after she disappeared through the door, the boat heeled over with a lurch and all I heard was a thump and fits of giggles. She had been bending over when the lurch happened and smacked her head against the wall. The wind was getting up quite strong by now, and working on the idea that you feel less seasick on a full stomach I asked her to make a cup of coffee and get some food on. Down she went and put on the kettle. Up came the wind, lurch went the boat and over went Crew, right onto her head again. Down went the wind, upright went the boat and up got Crew amid another bout of giggles. Yet again up came the wind, lurch went the boat. This time cushions, grill pan, seats, etc went flying. All I saw of Crew was arms and legs flailing around like some disjointed doll. This was, of course, accompanied by the usual giggles.

At last we made it into the mouth of the Medway after a fight with the outgoing tide and unfavourable wind. Somewhere near Kingsnorth Power Station the light started to fade because the time was getting quite late. My little boat doesn't have any lights. So what can you do when you're stuck on a river at night with no lights? We decided to keep going. As the tide rose so the heavy shipping started going up and down stream. Every time we saw one coming we scurried out of the deep water channel and hoped not to get stuck. What a forlorn hope that was. The first big boat — and off we shot ... to a halt. Crew was mildly concerned because we were both getting tired and she wanted to get home. An idea shone in my mind. If I got the anchor and threw it over the back I might be able to pull us off. I got it, I threw it over the end and it landed in the water, all of two feet away. My silhouette attempting to throw an anchor over the wrong end of a yacht set Crew off in a fit of giggles again. Eventually I managed it and off we went, with the wind behind us, straight back in the mud. More giggles. At last the tide lifted us clear and let us 'carry on up the Medway'. Up ahead we saw a flashing green light that turned to flashing red then to flashing yellow. I wondered what type of buoy

it was that flashed Port, Starboard and Other Hazard. What a fool I am. I should have realised it would be a Discal Yes, honest, it turned out to be a floating discotheque. We scooted off to one side of the river and the wind dropped. The tide got hold of us and took us towards a yacht that was moored up. To avoid hitting it we both leant over to push ourselves away. As a matter of safety I towed behind us the dinghy. This little life saver decided to go the other side of the moored yacht. Nothing for it, Crew clambered over the yacht and into the dinghy. She pushed like mad and burst into a fit of giggles, again. She had just noticed the offending Yacht was called 'Playaway'. After some more heaving and pushing she extricated us from Playaway and off we went. For the life of me I can't remember how Crew got back on board. Not far to go now, just round the bend, moor up and get home, well it was midnight by now, yet again that damned wind dropped and off we went to some more yachts all tied up for the night. Bows first

between two boats and stuck. When I went forward to see what we could do to get out of it I gradually became aware of a soft glow behind me. Just as I realised this light was there a voice spoke to me in the darkness "Customs Officers. Would you please tell me where you've been." "To Sheppey" I said. To which they replied "Are you in trouble?" What a question! "Yes" I said "I've no engine, no lights and I'm stuck." Customs Officers are nice people. They pulled me out and towed us nearly all the way to my moorings. Just as they let go of me the wind got up and helped us to sail gracefully to the mooring. "Quick at the front with the boat hook and grab the mooring line" I shouted to Crew. "We'll only have one attempt at this", I had forgotten to warn her to get ready. Up she got, boat hook in hand, and made a perfect grab and believe it or not nothing went wrong. We tied up, Crew got things ready for

the dinghy. She even assembled the oars, I had that type where the blades are unscrewed from the shaft. I got myself ready to row back to shore and thought I had better just check the oars. "Good idea" said Crew "The last thing we want is to lose an oar." Four or five strokes later and the blade fell off one of them. I could have leant out and caught it but it's rather difficult when you're creased up with laughter. How did we get back to dry land? I knelt in the bows and paddled like some sort of latter day Red Indian.

To finish this little anecdote I must say two things.
1) Despite what it may seem, at no time was there any danger to people or property.
2) That Crew never once complained about being scared, fed-up or anything else. Although I have noticed that she hasn't asked to go again.

Anonymous
but known to the Editor

NOTE!!
As from
1st January 1988
for all accepted
suggestions was
increased to
£25

Congratulations

Wedding



Duncan Hood of ISD DO, and Louise Baker of ISD Library, were married at Aylesford on 30 July.

Birth



Julie Taylor of ISD Library, pictured here when she left to prepare for her baby, gave birth to Craig on 25 July. Julie has been in ISD for 18 months, and before that was in PSD.

SUGGESTION SCHEME

"A'hoi there me hearties. Still time to climb aboard the Suggestion Scheme for some rich pickin's in 1988!!"

25 years' service



Tony Vella, Senior Systems Engineer in MASD, has been a specialist in Test Equipment systems since 1969 when he moved to ACD, MASD's predecessor. Prior to that, he was in TACD, as a TA, and before (re)starting his period of service now celebrated, had spent 3 years as site representative for AS&RD at Warton, which followed his dockyard apprenticeship.

Tony's leisure interests include photography and music – this one is inherited by his son Steven of ADD, who is in the GAv Brass Band. And his wife Pauline came in for the presentation. (B)



Keith Sewell, Inspector in ADD, has been responsible as Wireman and in his present job particularly for the repair and rework aspects of wiring, both in ADD and in FID/ISD which he joined in 1963.

Keith's earlier years were with Faradays in the former Sheerness Dockyard and TMC at St. Mary Cray. Here, he has worked on equipment as varied as TSR2, Buccaneer, CSA Galaxy, and the Tornado SMS.



Alan Hockley, Development Engineer in PSD, started at the Company after serving a 5 year apprenticeship in Chatham Naval Dockyard and 2 years National Service in the RAF.

His first job was as an Electrical Tester in AEID. He stayed with the Division on the formation of ISD. In 1978 he transferred to PSD and has been working within the Post Design Services Engineering Project Team involved with VC10, Tornado, Harrier and Phantom Fuel Flowmeter and Contents Gauge Systems.

At home, Alan spends a lot of time looking after his garden. Divisional Manager Chris Humphris made the presentation.

Much of the record of **Cyril Smith's** 25 years was passed on in the form of a Tribute from Chestfield Golf Club, which covers the question of Cyril's spare time interests – supposed by some of his neighbours to include decorating. It is said that within weeks of obtaining a decent set of clubs his handicap was up to 16 and he was winning everything except for certain friendly matches with senior colleagues, when career prospects tended to dominate.

The rest of Cyril's time has been in ATED, at Borehamwood, and here for the last 20 years; after holding posts of Project Leader and Project Manager, he was promoted to Engineering Manager in 1975. (A)



John Basham, after starting his 25 years at Borehamwood, came to Rochester in 1964 working on pneumatic systems. This continued on various projects until F111 was cancelled, when he became involved with the highly successful A-7 HUD programme – including delivery to Dallas of the first system in a CL44 still fitted with cattle pens. A few years later and after working on Seadart, he joined the MRCA project which in 1975 became ATED's biggest contract. John stayed with this project as Programme Manager until 1986, and is now responsible for ATE work on the SCADC project.

Within that summary lies a wealth of anecdotes and experiences, many of them on overseas assignments. (A)



Ted Seal's time with the Company has been spent almost entirely in drawing offices. Now Section Leader in ADD, Ted looks back on his apprenticeship followed by National Service in REME, after which he joined Elliotts at Frimley. He obtained his HNC, and moved to Rochester in 1970 with Fuze Division. When they moved to Frimley, Ted transferred to ADD as Design Draughtsman and in 1978 was promoted to Section Leader. He has seen the division grow by a factor of 4 and has been successfully involved in the large-scale A-7 and F-16 programmes. Ted has a wide range of interests including good food and wine, theatre, walking and badminton, is an animal lover and serves as Chairman of Faversham branch of the Workers' Adult Education organisation. (B)

Retirements



Dennis Ralph, Head of Scheduling in ATED, has taken early retirement to live at Burnham-on-Sea, after about 8 years here. In earlier years he was in the paper industry. (B)



Joan Wood was in ATED Admin. Office for the last four of her 15 years with the company – the earlier years were in IND Library. Joan and her husband Stan who used to be in Accounts, are interested in painting, in the manner of the plaque she received from Arthur Colwell with other accessories. (B)



Norman Bishop of ADD Electrical Model Shop was in ADD for 18 years; the previous ten were shared between IND, ISD, and Fuze. (A)



Joyce Cremona has been with the company for nearly 20 years, of which the first 2 were in ADD and the remainder in IND/GSD DO Library. Joyce's husband Karl is in MASD and son Colin is in CACD. (B)



Sports and Social Club round up

EMPLOYEES' CHILDRENS PARTIES

IN GEC AVIONICS' MAIN CANTEEN

Saturdays 26th November & 3rd December, 1988

Children of Social Club members from the age of 1 day to 14 years are entitled to a present, but only children from the age of 5 years to 12 years of age are eligible to attend the parties.

Sumames in alphabetical order:-

A to Z 26th November, 1988
? to Z 3rd December, 1988

1st Party Boys - Green Tickets 2nd Party Boys - Blue Tickets
Girls - Yellow Tickets Girls - Pink Tickets

These tickets must be presented on receipt of a present

Distribution of Toys For children not attending the parties distribution of toys will be made in the Main Canteen on Monday 5th and Tuesday 6th December from 12.15 to 1.20 p.m.

The Social Club would like to point out that only children of parents employed here are entitled to attend the parties or receive a gift.

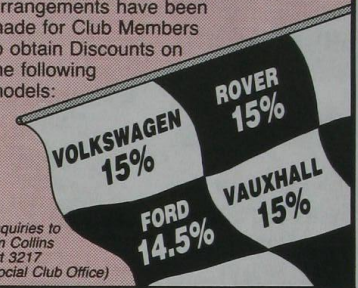
SEE YOUR DIVISIONAL ADMIN. OFFICER OR SOCIAL CLUB REPRESENTATIVE NOW!

APPLICATION FORMS MUST BE RETURNED TO THE SOCIAL CLUB OFFICE, JIM COLLINS, BY FRIDAY 14th OCTOBER.

BUYING A NEW CAR?.....WAIT!

AND READ THIS FIRST!

Arrangements have been made for Club Members to obtain Discounts on the following models:



Enquiries to Jim Collins Ext 3217 (Social Club Office)

The New GAv-BP Yacht Clubhouse is Open

On Friday 15th July the new GAv-BP Yacht Clubhouse was opened by Jack Pateman, Deputy Chairman of GEC Avionics Ltd and President of the Club.

The opening of the Club was the culmination of 3½ years of investigation and negotiation by the Yacht Club to find a new Headquarters after the previous facility at Colmouth Creek was closed in 1984. The position of the new Clubhouse on Anchor Wharf of the Chatham Historic Dockyard Trust is ideally situated for the members, as it includes a facility to winter ashore on hard-standing next to the new HQ with all the attendant services, including what the Club hopes will eventually become a small workshop/bosun's store.

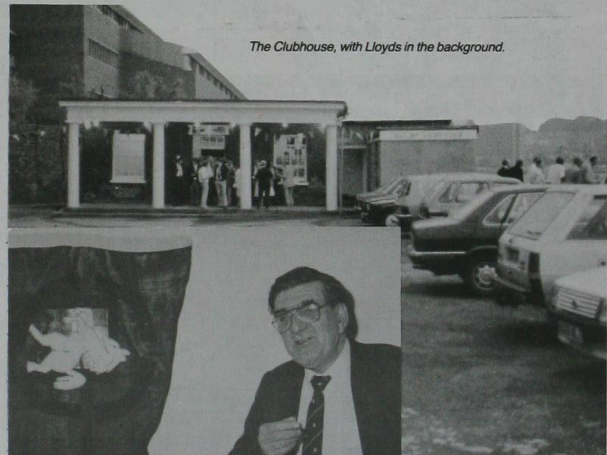
The Historic Dockyard Steam Crane is used to haul out boats and with careful planning and organisation the Club believes it can lift out 30 boats in one 6 hour tide (and even more when lifting in!).

The new Clubhouse started life as the main gate entrance to the ancient dockyard in Georgian times. Later as the yard expanded and the present magnificent gate entrance was established, it was relegated to a store and a drying room and then, during World War II, a women's dining room. The building is listed as an ancient monument and therefore modifications and alterations are extremely limited and have to be carried out in a very controlled manner. Our Works Engineering Services managed to provide the compromise of giving the Yacht Club members useable facilities and keeping the building within the architectural confines of being a part of a living historical museum. The Club is eternally grateful to Don Freeman and his Works Engineers who worked the impossible in providing the splendid facility.

The evening of the opening was attended by 70 members

and guests and 20 special guests including Ron Howard and Jack Pateman from the company, Mr Peter Mitchell from the RNSA and Medway Port Authority, and Mr Richard Sutch representing the Chatham Historic Dockyard Trust.

The Commodore Eric Fosbeary welcomed the guests and members and paid tribute to the enormous help and support given to the section by the Company, and said that without that support the whole project would not have been possible. Sir Stuart Pringle and Bruce Robertson of the Trust were also thanked for helping to provide the Club with a new home and for all the help and advice necessary to smooth the negotiations and legalities involved. Two of the special guests were also singled out for special thanks, namely Mr Mitchell who, the Commodore pointed out, had really started the whole thing in motion by offering the rare opportunity of



The Clubhouse, with Lloyds in the background.



President Jack Pateman about to unveil the plaque.

laying 23 moorings next to the RNSA trot. The second guest thanked was Mrs. Susan Griffiths, representing her husband, who regularly and generously gives his time to operate the steam crane at haul out/in times. The Commodore paid tribute to the members of the committee and the ladies who had worked so hard to make the evening a success by provid-

ing an excellent buffet. Finally he invited Mr. Pateman, President of the Club, to say a few words and declare the Club open.

Mr. Pateman began his speech commenting that this was the second time during his term as President that he had been present at such an occasion, and that he well remembered his wife re-opening the Club at Colmouth

Creek after it had been blown down during a February gale and that shortly afterwards the Club had to be closed. He believed that at least, as the present building had stood for 300 years, then perhaps it wouldn't blow down so readily as the last. Mr. Pateman then removed the Club burgee to reveal an engraved plaque commemorating the evening and declared the Clubhouse officially open.

A cheese and wine buffet rounded off a splendid evening with the final act provided by a firework display which was part of the Armada Festival taking place the same evening elsewhere in the Dockyard.

www.rochesteravionicarchives.co.uk



Club-House attractions

GAV Football Club Season 1987-88

SEPTEMBER

Saturday 24th
**Ballroom Dancing Section
AUTUMN DANCE
"JHQ"**
8.00 – 11.30 pm

Friday 30th
**MUSIC IN THE BAR
MIKE BLOUNT**
8 pm

OCTOBER

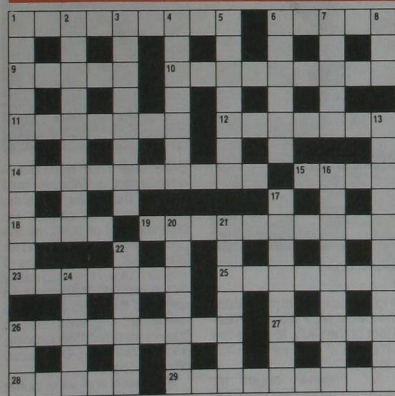
Saturday 1st
**Swimming Section
Dance
"SAHARA"**
6.30 – 11.00 pm
Pool closed 4.00 – 6.00 but
open 6.00 – 8.00

CHESS PROBLEM SOLUTION

THE POWER BEHIND THE THRONE

Key 1 Qg7! Waiting
1 ... Pc5 2 Qb7 mate
1 ... Pe5 2 Qd7 mate
1 ... Pf5 2 Qd4 mate
1 ... Pe3 2 Qg2 mate
The White King makes this witty problem but it is no more than a well-meaning nuisance. It is the White Queen which emerges as the strong person!

The reasoning behind possible first moves by the White King – 1 Kf7? Pe5! 2 Qg8? 1 Kg7? Pf5! 2 Qd4? and 1 Kh7? Pe3! 2 Qh7? – is to clear the rank for 2 Qa8 mate after the square vacating 1 ... Pc5, but the White King always manages to obstruct the Queen. 1 Qg7! provides a new mate 2 Qb7 after 1 ... Pc5, and changes mates after 1 ... Pe5 and 1 ... Pe3.



Friday 21st
**Cricket Section
Dance
"SPIRAL"**
£2.50 including Buffet

Saturday 22nd
**PARLOUR
DERBY**
8 pm

Friday 28th
**MUSIC IN THE BAR
"FRENCH KISSES"**
8 pm

Saturday 29th
**ADD's
BARN DANCE
"SKINNERS
RATS"**



Don't forget
if it's not already
in your diary
– or even if it is!

**GAV
Christmas Dance
Saturday 17th December**

Crossword No. 92

For amusement only

Across

- Carried by the hiker. (9)
- Got up as a flower. (5)
- The newsgatherers. (5)
- Chairman of C.I.U.'s. (4-5)
- Made smaller along length. (7)
- Not Man of Kent. (7)
- Got rid of from competition. (10)
- Fruit reversed. (4)
- Entry by one. (4)
- It's not cricket. (5-5)
- Her cross gave Charing its note. (7)

Down

- Holding forth on a theory. (11)
- Advantage point to watch. (9)
- To hold back. (8)
- Semi-circle of country. (7)
- Tread hard. (7)
- It was burned down, and caused an inferno. (9)
- Girl's name. (5)
- Could be with paper quantity. (5)
- The trade of working in wood. (9)

After a very successful season in 1986-87, last year saw the football club promoted from Division 6 to Division 2 of the local league, and also the entry of a reserve team into Division 6. With the addition of several new players to strengthen the side the first team were expected to perform well in Division 2. However too many points were given away to sides that had been outplayed, often through conceding goals in the last 10 to 15 minutes. Instead of challenging for promotion the last third of the season was spent avoiding relegation, with the final league position not reflecting the ability that was present in the side. The second team did well in their first season by finishing half way up Division 6. The only black spot on an otherwise enjoyable league program was the loss of captain Ricky Brown near the end of the season with a broken leg. (Rumour has it that he was viciously tackled by a rut in the Hoo pitch!) Thanks must go to Tony Lyons and Dave Patterson for managing the first team, (although Dave had to leave early in 1988 due to family commitments), and to the Mike Sheridan/Dick Bower partnership that ran the second team. This year we hope to run two teams, in Divisions 2 and 6 of the local league again, and are always looking for new players within the company. Anyone interested should contact the Secretary Ricky Brown on 4267 (FCD Software), or the Treasurer Chris Osborne on 4249.

ALEXANDERS

Here are the arrangements for the period leading up to Christmas

- | | |
|-----------------|---|
| December | |
| 6 Tuesday | } Christmas Meal
– Block bookings |
| 7 Wednesday | |
| 8 Thursday | |
| 9 Friday | } à la carte
– maximum of 8 persons
per booking |
| 10 Saturday | |
| 13 Tuesday | } Christmas Meal
– Block bookings |
| 14 Wednesday | |
| 15 Thursday | |
| 16 Friday | } à la carte
– maximum of 8 persons
per booking |
| 17 Saturday | |
| 20 Tuesday | } Christmas Meal
– Block bookings |
| 21 Wednesday | |
| 22 Thursday | |
| 23 Friday | } à la carte
– maximum of 8 persons
per booking |

Closed Christmas Eve until the New Year.

BOOKINGS –
MEDWAY 251492 (9-5) (SHORT CODE 6009)

- | | |
|---|--|
| 5. The joints on hand. (7) | 21. The whole number; in it. (7) |
| 6. After a hand graft. (6) | 22. The choir's part in the service. (6) |
| 7. Beast, not zebra. (5) | 24. The cream of society. (5) |
| 8. Printer's term of measure. (3) | 26. You have a spare one too. (3) |
| 13. You're left with it, and cross. (4-3-4) | |
| 16. The cause of the issue, in old place. (4-5) | |
| 17. The prank goes wild. (8) | |
| 20. The dirty doings at sea. (7) | |

Solution to Crossword No. 91
The Editor regrets the absence of last issue's answers – hopefully we will have them next time.

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

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

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