

MARCONI AVIONICS NEWS

House Journal of Marconi Avionics Limited



MOTTO FOR THE MONTH
'There's joy in song, Love in duty.'



NEW EDITOR

As foreshadowed in previous issues, though somewhat vaguely, it is officially announced that Jess Griffiths, BEM is relinquishing the editorship of the MAV News as from 1st July 1983.

His successor, has been appointed in the person of **Francis Latter**, of the Training Dept., who will incorporate his duties as Editor, with those of training officer, responsible for the training programme of student technologists.

Francis began his career as an apprentice with English Electric Co. at the GW establishment at Luton, Beds., where he had the honour of being the first public schoolboy to take up an apprenticeship at that plant.

He later went to the English Electric Company, London Headquarters, in the Central Personnel Services. On the merger between EE and GEC, he went to Stanhope Gate, before coming to Elliott Bros. (London) Ltd in 1970, taking a position in Personnel Dept. He remained there until 1979, when he transferred to the Training Centre, then located at the Flying School.

He was the youngest member of the LSA, when he was eligible to join on completing his 25 years. His home is near Tunbridge Wells and he is a breeder and exhibitor of Wire Haired Dachshunds, for a hobby.



Haskett Trophy for Engineering Achievement 1983

From Mr. W.H. Alexander OBE,
Asst. Managing Director

I am pleased to announce that the four entries submitted for the 1983 Haskett Trophy competition have now been adjudicated. The entries submitted were:

'A Moving Map Facility for Multifunction Displays — a Practical Solution'
submitted by: M.L. Busbridge ADD

'Flight Control Computer for the AM-X Combat Aircraft'
submitted by: R.B. Smith
L. Delfanne
J.J. Pointer
M. Samwell
J. Stephens CACD

'Development of a Torque Monitoring System for Helicopters'
submitted by: G.F. Walker
N. Hutton
C.P. Cole
S. Dale ISD

'General Purpose Test Harness for MASCOT Software Applications'
submitted by: A.J. Hodge
J. Kilazoglou MASD

The panel comprising, Dr. B.J. O'Kane (Chairman), Prof. J.T. Shepherd, Mr. D.J. Jackson, Mr. P.B. Rayner and Mr. R.K. Barthrop, judged the entries on Tuesday, 19th April after presentations of each entry had been given by the competitors.

The high standard of all the entries impressed the panel; they showed technical innovation and a thoroughly professional approach to their projects. The standard of the entrants' presentations was high and all the entries show good potential for increasing the competitiveness of our future equipment.

The panel has awarded this year's trophy to Mr. M.L. Busbridge of ADD for his entry 'A Moving Map Facility for Multifunction Displays — a Practical Solution'.

Mr. Busbridge's entry covers a new method of incorporating a moving map facility in a multifunction display system. It gives a simple and cost-effective solid state solution to generating a moving map using an airborne video recorder. This stores the

mapped area as a series of frames which are obtained by filming existing maps with a TV camera.

These video frames are then digitised by an Electronic Unit which stores the data in a large digital map store of several frames and processes the picture element (or pixel) data so that it is aligned with the position and track of the aircraft. This processed pixel data is then displayed on a CRT display head to form a colour map display which moves in real time with the aircraft to give the pilot a continuous "look ahead" map display.

The panel have recommended that an outstanding runners-up award should be made to Mr. A.J. Hodge and Mr. J. Kilazoglou of MASD for their entry 'General Purpose Test Harness for MASCOT Software Applications'.

The cost of developing the software for the new generation avionics systems is very high and can easily involve 50-100 man years of effort for a major system such as a sonar processing system. Experience shows that approximately half of the time is spent actually developing prime software and the other half is spent testing the software.

Mr. Hodge's and Mr. Kilazoglou's success in generating a general purpose test harness for developing and testing the system software in a modular manner makes a very significant contribution to reducing the cost of this exercise and the panel were impressed with their efforts. Their success in this exercise will be of great value to the Company in its current and future projects.

In conclusion I would like to express the Company's appreciation for the effort put in by all the entrants and my congratulations to Mr. Busbridge.



OUT AND ABOUT IN SPRING Oh! to be in England!



A nostalgic ride in one of Automobilia's bull nosed Morrises.

Keep this for future reference

ESSP

Although the introduction of Employers' Statutory Sick Pay is a major change to sickness benefit entitlement legislation, its main impact will be felt not by the individual employee but by Personnel Records and the Accounts Department. However, outlined below are some of the terms which will explain how statutory sick pay (SSP) will affect you.

Period of Incapacity to Work (PIW) — A period of at least 4 consecutive days sickness (this may include weekends) must be served before SSP is payable.

Qualifying days — these are the days in a PIW for which SSP is payable. They are the days which employees would normally have worked had they not been sick.

Waiting days — as under the previous system, state sickness entitlement is only payable from the fourth day onwards. Therefore SSP will not be paid for the first three qualifying days in a period of sickness. Instead, where an employee is eligible, Company Sick Pay Scheme will cover these three days.

Linking period — if an employee falls sick for 4 days or more within 14 calendar days of a previous PIW the two periods are 'linked' i.e. treated as one. Therefore, the waiting days do not need to be served again. In this instance, payment for the second sickness period would be made from day one.

Statutory Sick Pay — is payable for up to a maximum of 8 weeks in any one tax year. If the employee is sick for more than the allotted 8 weeks, all claims beyond the 8 week limit should be referred to the DHSS.

Rates of pay — SSP is paid in set weekly rates.

Average gross weekly earnings 8 weeks previous to sickness	Weekly rate of SSP In the pound
£	£
65.00 or more	40.25
more than 48.50 but less than 65.00	33.75
more than 32.50 but less than 48.50	27.50

Daily rate of SSP — this is the weekly rate of SSP divided by the number of qualifying days. Therefore, if an employee earns £65.00 per week and has Monday to Friday qualifying days, the daily rate would be £40.25 divided by 5 = £8.05.

If SSP is due it will be paid with your normal wage/salary and identified on the payslip.

In claiming SSP, employees need not complete or provide any forms other than those currently used for sickness purposes. They are:

1. The Company self-certification form for absences of less than 7 days;
2. A certificate from your doctor to be provided for sickness absences of 7 days or more; and
3. A DHSS claim form to be completed after 3 days absence.

The duration and amount of entitlement to Company sick pay differs for various categories of employee and employees should refer to their Conditions of Service to calculate their own entitlement.

If you are not entitled to SSP you will receive from the Welfare Department an exclusion form (SSP1 (E)), explaining why. If you have had 6 weeks or more SSP paid in a tax year you will receive a transfer form (SSP1 (T)) informing you your SSP entitlement has almost been reached and that when it is reached, any further claims must be referred to the DHSS. Such claims will be paid in a similar fashion to the previous sick pay system, that is, a cheque from the DHSS and the Company pay with the necessary automatic deductions.



IT'S NO GOOD MAUREEN WE'RE GOING TO HAVE TO
GIVE UP THESE LUNCH-TIME KEEP FIT SESSIONS

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Other are required for: CQD, RAS

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



Mayhew Appeal

The collection for the appeal, to obtain a 'Cavtron' machine, for use in the Great Ormond Street Hospital for Children, prompted by the condition of Jane Mayhew of Maidstone, daughter of Roger Mayhew ATE Site Engineer at present in Germany, totalled £683.30. The organisers thank all who contributed in any way to this collection.

A detailed list of Division/Dept totals will appear in a future issue.

Clean Kitchen Shield awarded to our Canteen Manageress

Mrs. Scott received a wonderful surprise when at a presentation in the canteen on Wednesday 25th May an award was made to her, on behalf of all canteen staff, of a trophy known as the 'Clean Kitchen Shield'.

The ceremony was held by Mr. Barry Hughes, Regional Manager, and senior colleagues from Applied Chemicals Ltd who supply the canteen with many products for ensuring the cleanliness and hygiene of the premises and equipment. This is an award which is made periodically for improvements made in these aspects of running a canteen which are noticed by the suppliers during their normal visits to the establishment; it is not an award which is applied or competed for and it is therefore all the more creditable to Mrs. Scott and her staff.

Applied Chemicals are also involved on a continuing basis with provision to kitchen staff of on-site training courses in all matters concerned with hygiene, so this award must arise from long observation of the workings of our canteen. Our congratulations to all concerned!



For our victim this time we select a lady, who will shortly be retiring from active work.

She is RITA NEWBURY, who for 16 years has been employed by the company in ADD. The last ten of which served as Confidential Secretary to the Divisional Manager. Previously as Secretary to Chief Engineer.

When not at work, she delights in knitting, and making Christmas decorations. She and her husband head a large family of 8 children (6 boys and 2 girls) 2 boys being natural sons, and 3 boys still at home.

MUSIC

'Your tiny hand is frozen' by Marlo Lanza — I can sing to my hearts content, knowing no one would be around to complain about my voice.

'Hawaiian War Chant' by Wout Steenhuis and the Konticks — hoping that if I found anyone on the island, they were not cannibals.

'Concerto for dreamers' by Russ Conway — just to relax and dream!

'Falling in love with love' by Allan Jones — remembering my youth!

'Yellow submarine' by The Beatles — something to set my feet tapping.

'Ram it, I'm RDP' by Shep Woolley — memories of the Navy.

BOOKS

Treasure Island — to see what hints I could find

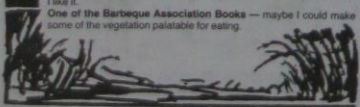
Small Boat Sailing — might even learn to make myself a boat.

Wuthering Heights — to be able to read in peace, with no children around.

One of the 'Yet' series by James Herriott — to make me laugh.

Murder on the Orient Express by Agatha Christie — just because I like it.

One of the Barbeque Association Books — maybe I could make some of the vegetation palatable for eating.



Congratulations

Births

To Andy and Marina Cope, the gift of a boy — Andrew Paul — on 27th April 1983, weighing 7lb 4oz. Marina was formerly a Contracts Clerk in INO.

The best wishes of all her former colleagues is extended.

Marriages

Christine Bodkin, a Contracts Clerk in AS & RD, was married to Peter Whitebrook, also of AS & RD a Quality Technician, on 7th May 1983 at Aylesford Parish Church.

Friends and colleagues in the division contributed to various gifts on the happy occasion.

Christine has been 7 years with the company, all spent in AS & RD while Peter has had 11 years service.

On Saturday 30th April 1983 Ian Gower an ex apprentice, who is currently employed in ISD D/O as a draughtsman, was married to Susan Jarrett, an employee of British Telecom, at St. Pauls, Canterbury. Both lived at Canterbury prior to marriage, and now live at Sittingbourne.

IN LIGHTER VEIN

The first think in the company security occurred with the recent publication in MAY News of an MA-AM pilot TV script in which Divisional Manager of GFC, Mr. John Hunter Dunn reviewed the press. It was thought at first that no such person existed, but this being a publication that brings all the facts to our readers, we could not rest until the truth was known. Our team of reporters worked day and night and eventually uncovered an amazing story. The break through came when a tape fell into our hands. Certain Fleet Street journalists have offered vast sums of money to us for publishing rights but the editorial staff of this paper feel that you should be first to know. Mr. John Hunter Dunn is in fact Manager of an until now, secret division — Guided Flight Collision — a small compact autonomous team who are located on the fifth floor of lower three at Rochester, a team who work long hours in unpleasant conditions, out of sight of the rest of us. They can only be reached using lift number six which has an unmarked button operated by an adjacent key. A rare error by Works Engineering left the service hatch in the ceiling on the fourth floor open, revealing, not a roof, but the buildings and offices of GFC.

The Division, composed of a Divisional Manager, a Technical Manager, Engineers and Designers supported by QA has designed an anti laser platform missile. It is based on the MACHAN air frame, uses Gyro Division's light weight torpedo strapdown system for guidance, FCD's Jindivik actuators, PSD's engine instruments and the revolutionary propulsion system utilises the power from the very laser it is attacking.

So that the number of people at Rochester who need to know is kept to a minimum marketing is through GEC Turbines and trials are due later this year at the Marconi test range in the Cayman Islands.

The Cayman test range, a very hush hush establishment, is a rather neat choice as no record of its existence need ever appear in company records.

It has been known for some time that certain senior employees of this Company have been visiting the island along with staff from other parts of GEC and uncharitable rumours have circulated as to their motives. However, it has turned out that all is above board.

Credence is given to the story by a recent announcement by President Reagan of the USA's intention to set up laser stations in space. It is quite obvious that no plans are ever unveiled unless countermeasures exist. Although the system is all British it is available to all our NATO allies and it is thought that production will be at Marconi, Atlanta.

Now that all has been revealed it is hoped that GFC's staff can now enjoy all the social benefits that the rest of us take for granted — use of the canteen, a team in the darts and cards league, free car parking and discounted Schreiber furniture to mention but a few.

The Editor
Marconi Avionics News
Rochester

Sir,

I liked the skill on the poem by John Betjeman in your April issue. It shows that even in the arid world of electronic technology there is an untapped current of poetic appreciation.

I think that it would be a good idea if you were to encourage others to submit examples of their hidden talents and I submit a verse of my own to start the ball rolling.

I met the young lady to whom the poem is dedicated in the summer of 1947.

Yours truly
Louis J. Cox

Editors note

As regular readers will appreciate, we have always tried to encourage the use of talents, whether poetical, authorship, cartoonist, or what have you. Any one can submit items for consideration and we would be pleased to receive them.

I loved a girl in Senières

Her name was Marguerite Schaeffer.

My French was poor.

Her English nil.

Because of that I love her still.

If I had said "Chérie, Je t'aime"

She might, perhaps, have felt the same,

But as I couldn't find the word

I lost that sweet, exquisite bird

And ignorance prevented me

From raising cross-bred progeny.

And yet, it may be just as well

That I escaped her Gallic spell.

Love could have founded in a sea

Of fluent terminology.

L.J. Cox.

*A little town on the right bank of the Rhône.

'BETTER SAFE THAN SORRY'

In most instances 'Better safe than sorry' is nothing more than a cliché which people use as a figure of speech, but in this day, when crime is on the increase, it is a truism.

We are urged to protect our belongings from the misrauding criminal, but one item that most possess is too often after being stolen is often a write off or at best damaged so the obvious thing is to protect it from being stolen in the first place.

The reprint of the handbill below, gives a few vital facts, and details of a simple and inexpensive method of deterring a would be thief from contemplating taking your car.

In bringing this to your notice, we are pleased to announce that a special price is offered to ALL Marconi Avionics Employees, who wish to take advantage of the opportunity of taking steps to safeguard your possession. Instead of the £8 quoted price a discount of 25% is available, making the cost £6 for each car, for every Marconi Avionics employee.

PROTECTACAR

SECURITY ENGRAVING

PARKING YOUR CAR IS LIKE LEAVING A PILE OF MONEY LYING AROUND IN THE STREET. THAT'S HOW THE THIEF SEES IT.

HUNDREDS OF THOUSANDS WERE STOLEN LAST YEAR. MANY GONE FOR GOOD. IT IS BEING DESCRIBED AS AN EPIDEMIC.



Locks don't stop the car thief, who may have 200 keys. Alarms? He can deal with those too, and who takes any notice if a horn sounds briefly?

So POLICE recommend — Have your vehicle's Registration Number engraved on all its windows

Not engraving at the top of each window is unobtrusive, but the thief won't miss it. It can't be removed without leaving traces. It actually stops his WAITING to steal your car.

We can't sell it with false number plates and papers without the delay and expense of replacing all the glass. So he'll steal somebody else's instead. The streets and car parks are full of victims.



ENGRAVING ON EVERY WINDOW COSTS JUST £8 WITH FREE PROTECTACAR STICKERS TO MAKE SURE THE THIEF NOTICES.

Contact your local PROTECTACAR operator NOW! The job will be done quickly & YOUR HOME, including weekends. MONDAY 826618 (24 hour number).

Appreciation

Once again we have received a letter from the Blood Transfusion Unit expressing thanks for the total of 602 Units donated by employees at the session held here in March.

This service is vital to the Health Service, as anyone who has spent any time as an inpatient in hospital well knows. To those who are regular donors, special thanks are extended. The badge issued to donors for a donation of 10 units can be worn with pride. There is no greater service than to save life.

Whilst the results are good, from our 5000+ workforce we should be capable of giving more. If you are not a regular donor, be prepared to offer your services in October.

The commitment of the company in providing facilities for the collection of units is very much appreciated by the Blood Collection Unit.

With a pinch of salt!

THE EMBASSY OF THE PEOPLES DEMOCRATIC REPUBLIC OF THE EASTERN STEPPES LONDON W1

TO: COMRADE EDITOR
MAY NEWS
ROCHESTER

COMRADE EDITOR

Whilst coming in to land at Rochester Airport early last month in our trusty MIG Robin, my co-pilot and photographer Ivan Stobwa noticed the unusual composition of the material that has been used to surface the so called 'car park' adjacent to the white towers. It is a material we have seen only rarely before, usually on high altitude 'training flights' near to key American military installations.

Even our brother workers employed at your factory must have wondered why such a strange substance was used for the job.

I can reveal that it is a lead based composite of asphalt and titanium virtually impervious to heat and nuclear fall out and was developed in Nevada by JCB Costain Inc.

I can only believe that it is, in reality the upper covering of a senior management fall out shelter — a view shared by Stobwa whose snaps clearly show the air vents running parallel to the canteen complex — this is why trees and shrubs have never been planted. I suspect that the plan for the plastic plants which broke away, when the vents are raised was ditched as it would give the game away.

I write to assure our brother workers at Rochester that the Peoples Republic wish only to live in harmony and would suggest that no further money be wasted by you on such projects. Perhaps it could be put to better use as a staff sauna and all weather bat and trap arena.

Yours democratically
Nosh Myabberb
Third Secretary

Personality Parade

There is more to life, than just earning one's living, and doing pleasurable things.

An attribute that is rewarding in a strange way and enjoyable in the doing, is to be of service to your fellows and by devoting your time and energy in being a success and an esteemed member of any organisation with which one becomes associated. So, we proudly bring to our readers' attention, the devotion, skill and success achieved by John G.P. Buckingham (Johnny Buck to his friends), a leading hand in the IS Division, working on air data computers.

John is a former Dockyard Apprentice, who came to the company on 26th June 1961, starting in the AI Division when the late Fred Haskell was Divisional Manager. He came to the Medway Towns from Margate. He celebrated his birthday on 12th February 1983 and three days later on 15th February, his Silver Wedding Anniversary.

In 1946 he became a Wolf Cub (now known as Cub Scouts) in his native Margate, going on to the Scout Troop in 1948, Senior Scout in 1952. In 1954, at the age of 17 he gained the Queen's Scout Award, the first of many awards. He began his membership of a Rover Crew in 1955 with the Thanet North Crew, and in that year made his first visit to Makenzie Park camping on top of the hill. Scouting was in his blood, and an adventurous spirit prevailed. He, with seven others went on a boating holiday on the Thames.

Domiciled in Medway he joined 32nd Medway Troop and he received his first warrant as Assistant Scout Master in 1956 and one as Scout Master in 1958.

Married in 1958, his wife also shares his love of scouting and leading and serving others.

The Scout Wood Badge was awarded, on completion of the course in 1962.

National Service 1959/1961 did not cause him to neglect his membership, as he became attached to a troop in Aldershot.

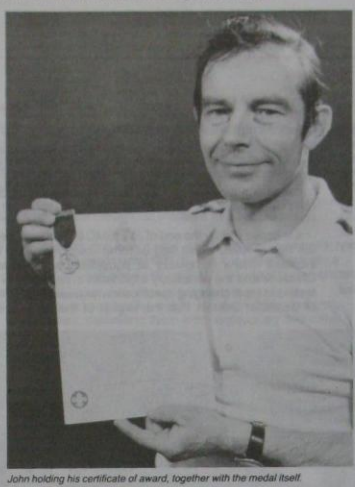
Remaining Scout Master until 1965 he was appointed Group Scout Master on 30th March 1967. His troop (32nd Walderslade) amalgamated with 9th Medway West, to become 41st Medway, and he became Assistant Group Scout Leader, and in 1979 received the Scout Long Service Award.

This year, he was awarded the Scout Medal of Merit, by the Chief Scout, and his associates and friends made a special night for the Presentation of the award.

Taking the form of a 'This is Your Life' evening, he was lured to his Scout Headquarters in Walderslade for the event, and there met many of those associated with him, over the past 37 years.

Some could not be with him, but sent messages expressing congratulations and thanks for service, leadership advice and example. Recalling too, that there are many 'boys' who down the

years have been grateful to John for help, encouragement, discipline and friendship. His character permeates to his workaday world where he is a skilful artisan and a charming work colleague.



John holding his certificate of award, together with the medal itself.

CENTRAL CHARITY FUND

At the end of last year, advance details were given in the 'MAV News' of the Central Charity Fund it was proposed to inaugurate. A Committee was formed and a Constitution agreed. Details of this are given below. It is now possible to start making deductions from wages/salaries and membership forms will therefore be distributed with pay

slips in the near future and it is hoped that you will find it possible to contribute the equivalent of 10p per week to this fund. Further details can be obtained from the Personnel Department and Mr. J.H. Roberts will be pleased to answer any queries.

Marconi Avionics, Rochester, Central Charity Fund

1. The name of the Fund shall be called the Marconi Avionics, Rochester, Central Charity Fund (hereinafter called the Fund).

2. Its aim will be to provide a means by which those employees of Marconi Avionics, Rochester (hereinafter called the Company) who wish to contribute to charities or any other worthy causes of this nature can pay monies by regular deductions from wages into a central fund which can then be distributed by the Committee. The Committee will also have the power to decide to which charities, monies contributed to the Fund by the Company shall be distributed.

3. Any employee may become a member of the Fund by signing the approved declaration form to have 10p a week deducted from his/her wages. No deduction will be made for any week for which the member receives no wages.

An employee will cease to be a member should he/she formally in writing terminate his/her membership of the Fund or cease to be an employee of the Company.

4. The fund will be managed by a Committee as follows:

- | | |
|---|--|
| Chairman | To be nominated by the Company |
| Secretary/Treasurer | |
| Management Representative | |
| Personnel Department Representative | |
| APEX Representative | To be nominated by contributors to the Fund in their appropriate constituency |
| AUEW-TASS Representative | |
| Foremen's Representative | |
| Manual Workers Representative | |
| Monthly Staff Representative (Non-Union members only) | To be elected by members of the monthly staff who are not members of any Trade Union |

5. Only members of the Fund can sit on the Committee. Members with a special knowledge of a particular subject may be co-opted by the Committee to be present at a meeting of the Committee while discussion on the matter takes place but will not be entitled to vote. No motion or amendment shall be considered unless it has been seconded. Each member of the Committee shall be entitled to one vote. In the case of an equality of votes the person presiding at the meeting shall have second or casting vote.

Representatives who must themselves be members of the Fund shall be elected by members in their appropriate constituency in the month of July of each year. Representatives may be re-elected but must resign if they are no longer entitled to represent their constituency.

6. One meeting will be held every three months of which at least five clear working days written notice will be given.

The summons to attend the meeting will include an agenda specifying the business proposed to be transacted at the meeting.

At his discretion the Chairman may vary the order of the business on the agenda paper and allow other matters to be included.

Consideration will be given at these meetings to any proposals or requests put forward by members.

7. Special meetings may be called by the Chairman at his discretion to consider urgent matters. The chairman may also use his discretion to deal with urgent matters where it is impractical or unnecessary to call a Committee meeting. Any action which the Chairman takes shall be reported to the Committee at the following meeting for endorsement or amendment.

8. No business shall be transacted at a Committee Meeting unless in addition to the Chairman, at least two representatives nominated by the Company and at least two remaining Members or their Deputies are present.

Any member failing to attend meetings regularly without a satisfactory reason may be asked to resign and another member be elected to take his/her place.

9. The duty and powers of the Committee are to administer the Fund in accordance with its aims and objectives without contravening any legislation or doing anything which is against the laid down policies of the Company. No member of the Committee shall personally profit financially by any decision or action of the Committee.

10. Minutes of the proceedings of each meeting of the Committee shall be drawn up and signed at the same or ensuing meeting of the Committee by the person presiding.

11. At each meeting the Treasurer shall present a financial report showing the income of money to the Fund and its disposal. The Committee may at its discretion agree to temporarily invest part or all of the income or cash in hand or to defer allocating all or part of the income temporarily until further consideration can be given to its distribution.

An Annual Financial Report for the year ending 31 March of each year approved by the Committee will be published annually and presented to an annual general meeting of all members of the Fund which will be held in the month of June of each year. At the Annual General Meeting an annual report will also be given by the Secretary/Treasurer covering all matters other than financial which are of interest to the members.

12. Rules of the Fund may only be altered by the Committee with the approval of the Company.

13. The Committee has powers to deal with any matters which may arise which are not covered in these rules.

14. The Fund may be terminated by the Company or by the Committee by giving 3 months notice to the members.

LOST - But not forgotten

Imagine the chaos there would be if people wishing to reach places like Ramsgate, Broadstairs or Margate could only do so by means of a ferry.

This was indeed the case up until the reign of Henry VIII, when a stretch of water flowed for some twelve miles from Reculver to present day Sandwich, thus rendering the Isle-of-Thames unreachably by road.

Until the 16th century, this expanse of water, called the Wantsum Channel, was firmly established as part of England's access to the Continent. Ships leaving the Thames and Medway for the English Channel, intent on a safe passage, protected from the open sea and inevitable pirates, proceeded through the Swale and along the Wantsum coast until reaching Reculver. Here they entered the Wantsum and continuing along its course sailed out of its eastern mouth, which in Roman times extended from Deal to Ramsgate, a distance of seven miles.

The Romans, in the 1st century A.D., quick to recognise such a passage as both a convenience and weakness to their newly acquired province, soon established forts at either end.

Of the fort constructed at Reculver, little remains, though standing within the southern half of a once square fortification - the northern half having long since disappeared into the sea, along with the later town - are the 12th century twin towers of the church of St. Mary. Today these towers are preserved by Trinity House as a landmark to shipping in the vicinity.

Much more, however, survives of the fortifications at Richborough - once an island, strategically situated behind a natural breakwater, which projected southward from Ebbesfleat, across the Wantsum's eastern mouth.

Here the Romans established themselves in preparation for their subsequent conquest. Their hurried, earthen defensive ditches remain exposed and lie in stark contrast to the later defences of the mighty walls of the Saxon Shore Fort.

With the constant shift in the Goodwin Sands, a prevailing easterly wind and the extraordinarily severe storms of the Middle Ages, the Wantsum began its long process of devolution.

By the 7th century a large sand-bank had formed in the Channel's eastern mouth, which later became the site of the present Sandwich. And slowly ports along its route, dependant upon it for their livelihoods, became somewhat removed from its banks, until, by the 16th century, shrouded in mist, they stood isolated, gazing across barren marshland, no longer an integral part of this once important sea-way.

The deep creek which once served Minster, now stands dry, it bed a foundation for the local railway station and its banks occupied by a small housing community.

Ebbesfleat - all evidence of a village now gone - overlooks the local golf-links, where once ships anchored in its outer harbour.

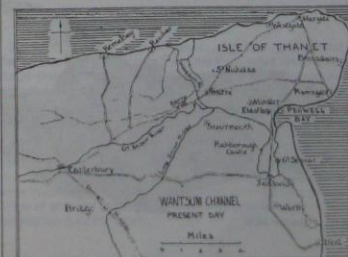
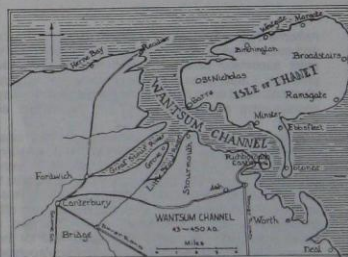
Perhaps the most industrious of the Wantsum's small ports was Sarre. A hive of nautical activity, it developed as a natural haven at a point where the Channel veered eastward towards the English Channel swollen by the waters of the Great and Little Stours which converged opposite. The common ferry was also here established - the Wantsum began at its narrowest, less than one-mile across.

Today, reached simply by the A26, Sarre peers out over lush countryside, the Wantsum (now the River Stour) having receded to over a quarter-of-a-mile away, and the Great and Little Stours shrunken from view.

From Sarre the Channel, now only twenty-feet wide, reverts to its original name and meanders peacefully northward towards Reculver, where, no longer lapping the Roman walls, it terminates as a dyke, reaching the sea only by courtesy of a sluice-gate.

The 'Isle-of-Richborough' in turn has lost its identity. Now part of the mainland, its Roman fort slumbers, undisturbed, alongside the banks of the Stour - part of its massive wall, crumbled and prostrate, close to the waters edge.

Half-a-mile past the Roman Galley Hotel, along the popular Thanet Way, the Wantsum passes unnoticed beneath the road, less than thirty-feet wide. Any semblance to its once formidable self, now lost... reduced to a mere hump in the road. Small wonder then that visiting the Isle-of-Thames today one is excused for not identifying it as such.



Suggestion Scheme

Among recent awards, under the Company's Suggestion Scheme, we note the following.

1. A suggestion concerning possible improvements in checking overload protection and sub-rail gun, module of MRCA (Tornado) waveform generator in ADD was awarded £16.03.
2. K.S. Taylor an Inst. Technician in Gyro received £12.57 for his suggestion concerning a saving on paper in the clean room of Gyro Division.

3. A suggestion of a 'redesign of re-inspection note, as used in Stock Centre', brought an award of £19.08 for S. Oskien, the Asst. Chief Storekeeper in CACD.

4. A re-submitted suggestion from R. Skinner a leading hand in CMS, 'to eliminate waiting time for proving tapes for Machine Control' earned an award of £23.71.

Around the Divisions

CQD

The Central Quality Department is situated at the Flying School, in the brick building which was used as an officers mess during the Second World War. Recently, an additional area has been taken over at Gads Hill to allow for the expansion of our test facilities. CQD is fourteen years old this year.

The Department exists to provide specialised services to the Divisions of Marconi Avionics and external customers. These services can be split into two categories—Laboratory Services and Corporate Services.

The main function of CQD is the activities of its two Test Houses, Electromagnetic Compatibility and Environmental Test, and the Standards Laboratories.

Electromagnetic Compatibility Laboratory

EMC has moved to Gads Hill, Gillingham, thus increasing their test floorspace from 500 sq ft to 1250 sq ft. In the last month or so, a new Screened Room Complex has been installed and the existing EMC facilities at the Flying School have been dismantled and are now being re-erected at Gads Hill.

It is hoped that by the end of July, EMC capacity will be twice the recent level, which had become inadequate due to the increase in the complexity of equipment being tested for Divisions and the necessary expansion in capability of EMC testing to meet changing specification requirements. It may be of particular interest that the largest of the new Screened

Rooms is capable of taking a complete system or vehicle. Indeed, a new electronically controlled motor car is due to be tested for their susceptibility to radiated interference.

Environmental Test Laboratory

ETL is divided into two sections, one specialising in Vibration Testing, the other one in Climatic Testing. Most of the conditions laid down in National and International Specifications can be provided.

Work has now commenced for the relocation of the Vibration Test Laboratory into the space vacated by EMC in the hut at the back of the Main Building.

The performance capability of the Laboratory will be enhanced by the imminent delivery of a new 13000 lb thrust Derritron Vibrator. This vibrator will work in conjunction with a Team Hydrostatic Sliptable. With this new facility a full range of equipment tests will be able to be carried out which are at the present time beyond the scope of the existing equipment.

The vibration systems can all be driven with the following types of excitation: sine and swept sine; random; sine on random; shock; gun fire vibration. Slip tables are available for vibrating in all three planes. Facilities can provide vibration and shock testing with temperatures in the range of -70°C to $+100^{\circ}\text{C}$.

Climatics can carry out the following tests:-

- High and low temperature, -70°C to $+125^{\circ}\text{C}$.
- High humidity to represent tropical areas.
- Salt Mist for shipborne and airborne equipment.
- Contamination: hydraulic fluids, fuel oils, cleaning fluids etc.
- Rain test, driving and falling rain.
- Thermal shock, -70°C to $+250^{\circ}\text{C}$.
- High altitudes up to 100,000 feet.
- Immersion tests.
- Solar radiation.
- Explosive decompression.

Standards Laboratories

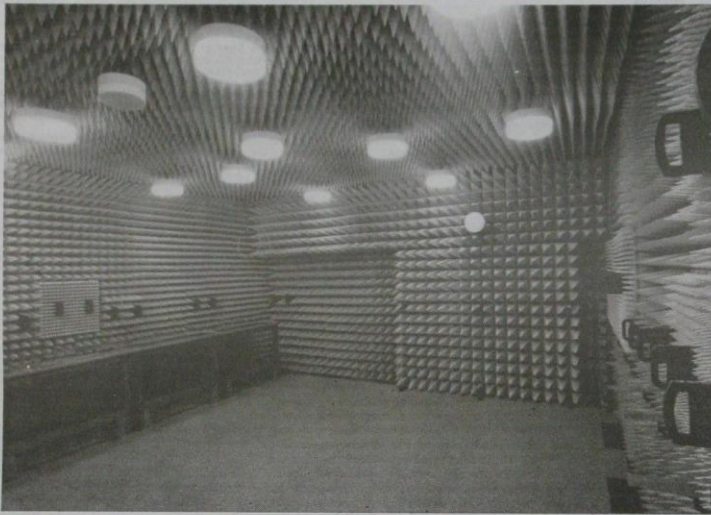
These laboratories cover the following types of work:-

Electrical Calibration and Repair, Component Test, Mechanical Calibration Laboratory and Environmental Calibration.

All primary reference standards are certified at British Calibration Service approved laboratories, thereby ensuring traceability to National Physical Laboratory Standards.

Electrical Calibration and Repair

This laboratory has continued to provide a calibration service



Part of the new facility being provided at Gads Hill.

ADD

Airborne Display Division is the largest division at Rochester, and covers a wide range of products. It also has one of the most successful divisional export records. The Division produces 3 main types of display, namely head up displays, electronic head down displays and helmet mounted displays, concentrating almost exclusively on the military aircraft market.

ADD pioneered the development of military head up displays with the Buccaneer system for the Royal Navy and later the Royal Air Force. This unit is still in front line operational service with the RAF, and has contributed to the aircraft's undoubted success in exercises such as 'Red Flag' in the USA. Its reliability is such that it has been officially described as a 'fit and forget' item. The next major development was the world's first digital HUD for the A-7 Corsair. This unit marked the start of the division's outstanding



A-7 HUD



Buccaneer HUD

record of exporting high-technology displays to the US Forces. Over 2000 A-7 HUDs have been produced for the US Navy and Air Force, which is the longest HUD production run anywhere to date. The A-7 HUD has also amassed more combat experience than any other comparable unit. A development of the A-7 HUD also marked another 'first' for ADD—the world's first raster night vision HUD. This system displays a FLIR image of the outside world in front of the pilot, allowing him to 'see' and operate freely by night. Over 200 A-7 raster HUDs have been produced, and it is still the world's only such production unit.

Shortly after the A-7 HUD, ADD developed a HUD for the A-4 Skyhawk. This marked another step forward, as it was the

first HUD/WAC (Head Up Display/Weapon Aiming Computer) which not only displayed symbology and weapon aiming, but also carried out the weapon aiming computations, both air-to-air and air-to-ground. It has seen extensive service around the world with the US Marine Corps.

The most significant contract award came with the F-16 HUD system. This contract, won against extensive competition, was to develop a full HUD/WAC which would also protect the pilot should the one piece canopy come off or in the event of a bird strike. This HUD was undoubtedly the most advanced produced anywhere, and over 1200 have already been delivered. It is also unique in that it is made in four different factories: at Rochester, at Marconi Avionics Inc works in Atlanta, and by Oldelft in Holland and Kongsberg in Norway, as part of the European F16 offset arrangements.

The F-16 HUD has formed the basis of a number of retrofit equipments to update existing aircraft. A good example is the HUD for the Royal Danish Air Force Draken retrofit.

ADD is also the world leader in the development of night vision HUDs. Following the very successful A-7 raster HUD came the raster HUD for the Royal Aircraft Establishment's two-seat Hunter. This aircraft pioneered the techniques of flying at high speed and low level by night, using only the raster HUD and an electro-optical sensor. The sensor used originally was a low light television camera, but that has now been replaced by FLIR (Forward Looking Infra Red) sensor, both of which were made by EOPD at Basildon.

The experience so gained led to ADD being awarded the contract to develop a 'holographic' raster HUD for the USAF LANTIRN night attack program. This contract is for two

for electrical measuring equipment for Divisions at Rochester and for external customers.

It is complemented by the Electrical Repair facility which undertakes such repair actions as are necessary. Such equipment is verified subsequently by the Calibration Laboratory.

Component Test Section

CTS provides a testing service for a wide range of both active and passive electronic components on a 'go/no go' basis. Fully calibrated test equipment is employed which has traceability to National Standards. The work of this section has declined in the last 18 months as Divisions have reduced their requirements.

Mechanical Calibration Laboratory

This laboratory continues to provide a calibration service for mechanical measuring equipment for the Divisions and external customers. Traceability to National Physical Laboratory Standards is achieved through sets of calibration grade slip gauges.

Environmental Calibration Services

This laboratory provides an on-site calibration service for environmental test facilities. Using test standards with traceability to National Standards it is capable of measuring:-

- temperature distribution and control,
- rate of temperature change,
- vibration frequency 'g' level,
- flowrate and temperature of cooling air.

Reliability Test Chamber can be calibrated to ensure their adherence to the requirements of specifications such as the American MIL-STD-781.

The other function of CQD (which gives the Department its name) is the Corporate Services undertaken by CQD. This involves, among other things, the evolving, writing and publishing of procedures and methods which can be used by the Divisions in fulfilment of the Company's quality policy. Such procedures and methods are published in the Company's Quality Manual.

CQD also carried out independent audits of the Divisions in order to establish their compliance with the quality requirements of the company. Besides this, CQD provides an interface between the Company and the Ministry of Defence (Procurement Executive), the Civil Aviation Authority and appropriate Trade Associations in the interpretation and adoption of general Quality Assurance policy.

PSD

PSD recently delivered the 1000th Fuel Flow Transmitter to Panavia for the Tornado Aircraft programme. This exceeds the previous highest number of transmitters delivered, some 850 units for Rolls Royce Spey engines for use in various aircraft.

The 1000th Transmitter delivery is a significant milestone in the Tornado Fuel Flowmeter Project for several reasons:

- It underlines the successful design of the Transmitter which is mounted on the RB199 jet engine and is therefore subject to extremes of vibration, temperature and pressure;
- It marks a successful team effort in manufacturing transmitters, calibrating them and continuously delivering to schedule over a period of years;

- It suitably complements the other half of the Tornado Fuel Flowmeter System, the Fuel Flow Indicator, which has been successfully supplied by PSD's German and Italian sub-contractors over a similar period.

The Tornado Transmitter represents one of a family of units which is flying on a variety of aircraft, including the Harrier, AV-8B and export Hawk. PSD is actively updating this range to introduce microprocessors and to utilise new flowmetering techniques. It is hoped that these developments will ensure that fuel management remains an important part of the Division's business into the future.

The photograph shows the 1000th Transmitter in the care of several members of the fuel flowmeter team, these being from left to right . . . Derek Evans, Mike Pearson, Harold Cox, Peter Tidby and Nigel Dives.



F16 HUD

separate HUDs, for the F-16 and A-10, but with a common electronics unit and using a similar optical system. These HUDs were both flight tested at Edward AFB last year. While development of these HUDs continues, we were given a further contract early in 1983 to develop a wide angle conventional HUD for the latest version of the F-16. This new unit promises to continue ADD's outstanding record on the F-

16 well into the future. Current predictions are that over 3,500 F-16s will be built, all fitted with Marconi Avionics Head Up Displays.

Although the bulk of ADD production is for HUDs, HDD production is also very significant. We produce 3 types of HDD for all versions of the Tornado, which is in service in Germany, Italy and the UK. In association with MASD, the Division also produces displays for the Nimrod ASW system. Research is now in hand for the development of colour displays for the military aircraft of the future.



Tornado EHDO



F16 C/D HUD

In addition, ADD is now developing helmet mounted displays for military aircraft. The Cats Eyes night vision uses image intensifiers to allow a pilot to see at night. Once the system is fully developed, it should form the basis for a whole family of helmet mounted display systems.

Airborne Display Division has a unique record of success, particularly in Head Up Displays. We are justifiably proud that we have produced systems for the Royal Navy, Royal Air Force, US Navy, US Marine Corps, and US Air Force among others. The Division has produced more HUDs than all the other Western manufacturers combined, and has also a wide range of airborne displays systems in production and under development for the future.

RETIREMENTS

PSD has lost one of its long serving employees, by the retirement of **Eric Hooker**.

His long service, began in 1940 at Wembley, and in 1947 he came to Rochester and Swift and Swallow as a planner. In 1956, under Elliott Bros, he became a Designer, followed in 1959 by a two year stint in Fisher Valves as a Sales Engineer. Another move in 1961 took him to ATE Drawing Office and in 1964, to IND as a Design Engineer, then to PSD as a Design Engineer. In 1979 he was promoted to Senior Design Engineer from which position he retired.

Mr. I. Stitt, Divisional Manager, made a presentation of gifts, conveying best wishes for a happy and long retirement.



Mr. Eric Hooker with the Divisional Manager, Mr. I. Stitt. (A)

Another of the links with the Swift and Swallow organisation that came to Rochester, and later became Elliott Bros, was broken when **Ron Hawkins** stepped down from active work.

He began his service in November 1954 as a Food Machine Assembler. In 1961 he joined the Flight Group in AEI as a Systems Technical Assistant. On the amalgamation of AEI and FID in 1970, he became a member of the ISO as a Technical Assistant and in 1980, within the same division was promoted to Production Engineer.

Mr. John Clover, presented farewell gifts, on behalf of colleagues and friends, among which was a Black & Decker Hammer Drill, no doubt to encourage Ron to do all those jobs which have hitherto been shelved.



Mr. Ron Hawkins receiving a farewell gift from Mr. J. Clover. (A)

He enjoys Fishing for relaxation and to keep himself mentally and physically fit he is currently designing and building his own computer.

His chosen memento was a clock.



Mr. John Woodtill.

A well known figure, both from the factory side and the sporting area, has joined the ranks of the LSA.

He is **Jack Milner** of ATE, a Project Leader of the Components section. Commencing his work career in 1952 he spent two years with Furzehill Laboratories Ltd, at Boreham Wood as a Trainee Wireman, rising to Prototype Wireman.

From 1954 to 1958 he served in the Royal Navy, in Radio and Radar as a R&R Mechanic. This service covered Fishery Protection, Survey and General Service activities. He was among the forces engaged in Cyprus and Suez affairs - for which he was presented with a medal. He joined the Company in April 1958, at the Borehamwood establishment as a Technical Assistant. His activities involved approval type test, and test equipment for Avionic Systems and Black Boxes.

Coming to Rochester in 1959 with the Aviation Division in Reliability Department as a Reliability Engineer, items on which he worked were Lightning, Buccaneer etc, and the ill fated TSR2 programme.

In mid 1965 he transferred to Fuse Division then located in the far corner of the "Hanger", as their first Quality Control Engineer, covering the components as part of the Engineering Department.

When Fuse was removed to Portsmouth around 1972/3 he became Components Engineer, a new post, with ADD working on programmes for MOD and USA Companies. During this period he made many trips across the Atlantic to be the Company's representative in the areas within his work.

His latest move came in 1979 when he joined ATE Division as the first divisional Components Engineer, which post he still fills.

On the sporting side, his enthusiasm and skills make him 'Mr. Archery' and his membership of the Archery Section makes him well known.

His selected gift was a wrist watch presented on behalf of the Company by Mr. Barry Beddick, Technical Manager. Other than Archery, his other interests and activities include Horse Riding, Swimming and Car Maintenance.



Mr. Jack Milner. (D)

25 YEARS' SERVICE

One of the later additions to the LSA from CAC Division is **R. Scudder**, at present engaged as a Technical Assistant within the Engineering Department.

Mr. C.R. Reese, Divisional Manager, presented Binoculars to mark the 25 years of continuous service, which began in 1953 in Aviation Model Shop, as a Technician. In 1966 he moved to MACD Model Shop as a Model Shop Electrical Technician, and became a Technical Assistant within FCD, on its formation in 1970, and transferred to CAC in 1980 on the creation of that division.



Mr. R. Scudder surrounded by colleagues and friends. (A)

three years in Kent County Championships, for 1 mile and 800 metres, as well as the Steeple-chase event. During this time he was a member of the City of Rochester AC before being instrumental in the start of Elliott/Reed AC, the forerunner of the present Marconi AC.

For the commemoration gift of his 25 years service, he chose a wrist watch and our picture shows Len displaying the watch.



Mr. Len Murphy. (A)

Another of the employees added to the list of members of the LSA is **John Woodtill** of Gyro, Goods Inwards Department.

During his 25 years with the Company at Rochester, John has followed the usual pattern, having begun his service in R&R as a fitter, he has moved from R&R to Fuse Division then AEI and on to ATE and back to Fuse before joining Gyro.

Previous to joining the Company in 1956 he was in the Army in REME having served an apprenticeship with the Services.

FOR INFORMATION

We suggest you cut this out and keep for reference.

Society launches Farm Holiday Bureau

The Royal Agricultural Society of England - in association with the English Tourist Board and Agricultural Advisory and Development Service - has launched a new national organisation to service the expanding farm holiday business.

The Farm Holiday Bureau, based at the National Agricultural Centre, will bring together all aspects of this new growth industry, helping both farmers and holidaymakers to make the most of this increasingly popular trend.

A major part of the Bureau's work will be as an information service - representing the interests of the Farm Holiday Groups of which there are already 22 throughout the country, with some 500 farmhouse units - as well as promoting their potential as holiday venues. Advice and assistance will also be given to individuals and new groups wishing to start up holiday units. For the would-be holiday-maker the Bureau will provide a central point of contact, able to distribute up-to-date information and details of holidays throughout the country.

Much of the success of the farmhouse holiday has been due to the excellent value for money it represents, and in order to help maintain this reputation the Bureau will also run training courses to help farmers and their families keen to improve their existing holiday facilities and establish additional farm based recreational activities.

In establishing the Bureau, the RASE recognises not only the growing interest in farm tourism, but the role that it plays within a number of key areas - the rural economy, access to the countryside and in furthering understanding between the rural and urban communities.

Exchange kicks the bucket shops

Exchange Travel have launched a Bargain Flight brochure exclusively through their own retail branches. This new brochure covers all the popular holiday destinations in Spain, Canary Islands, Greece and her Islands, Italy, Portugal, France, Germany, Malta and Israel with flight departures from seven UK airports. The brochure provides one of the most comprehensive flight programmes available to the UK travelling public.

With return fares as low as £78.75 to Palma, £80.75 to Malaga, £108.75 to Athens and £85.75 to Nice, the public no longer have to search the side streets of major cities for bucket shop fares. This exciting new brochure from Exchange provides bargain fares from a well-known and respected travel company established in 1890 with branches throughout the UK, all full bonded and members of the Association of British Travel Agents.

Exchange are also offering car hire to meet flights, providing a fly/drive package at prices almost impossible to beat. Exchange can also book villas, apartments and hotels to make up a complete holiday for the 'do-it-yourself' client.

Exchange moves fast with the times to cater for whatever the public needs are today!

Appointments

The appointment is announced of Mr. S. Duxbury as Commercial Manager of the Powerplant Systems Division. This appointment is with immediate effect.

Flight Controls Division announce the following appointments:-

Mr. C.C. Litten as Project Manager of the Unmanned Aircraft and Remotely Piloted Vehicles groups within the Engineering Department.

Mr. Litten will report to Mr. R.A. George, Engineering Manager, Projects Group.

Mr. D.J. Salvage as Project Manager of the Airbus A310/A300-600 Programmes.

Mr. Salvage will report to Mr. R.A. George, Engineering Manager, Projects Group.

Mr. A.D. Hills as Engineering Manager of the Digital Technology and Systems Group.

Mr. Hills will be responsible for the development of Digital Hardware, Software and Future Systems Design within the F.C.D. Engineering Department.

IDEAS ?

This poster has already been put on Company Notice Boards. By now you will have seen it and decided that your bright idea is the one which will win you a prize. John Haste in Personnel Department will give you your entry form, but note the closing date - August 12th.

£1,000

in Prizes!



Innovative Design Engineering Award Scheme

The Company wishes to stimulate innovative mechanical design, as applied to Avionics, by providing encouragement to those with creative design ability.

Company employees below the age of 35 years are invited to submit designs.
Cash prizes will be awarded to those of genuine merit.

3rd Prize

£100

2nd Prize

£300

1st Prize

£600

Specifications and details are given on entry forms available from Personnel department.

The closing date for entries is August 12th 1983.

www.rochesteravionicarchives.co.uk

Sports and social club round up

Archery Club

The archery section has seen the high spots of success, and has during its time had a fine band of enthusiasts, but they are anxious to augment their numbers.

It is a fine 'olde English sport', outdoor and an individualistic type of activity. The 'Bowmen of England' acquired a skill in the middle ages, that made them second to none!

If you are interested in taking up the sport, seeing what it is all about, then contact the secretary JACK MILNER of ATE.

Informal beginners' courses are run regularly on a group basis, or with individuals as the need arises. Family membership is welcomed and encouraged. Application forms are available on request, from Jack Milner, Project Leader Components Section, ATE. Internal Phone 2974. External 44400 ext 593. So 'Why not give it a shoot?'

Afloat

In addition to the enthusiasts who form the Marconi Avionics Sailing Section, we have others who go down to the sea in 'ships', as members of one or other of the many clubs along the coast, river banks or creeks.

Brian Wells of AS & RD is a well known figure on the river, sailing for Thamesmead Sailing Club. An active participant in the races etc., he has won many prizes.

Our picture shows Brian (L. foreground with dark hat) at the helm during a Thamesmead Sailing Club open meeting.

On this occasion he was again successful, having finished the event with two firsts and one third giving him overall winner spot. Crewing with him is Mark Chapman, who is the son of Maurice Chapman, PSD.



Photo by Courtesy of D.T. Hudson, Plumstead.

MAV BP KENT CLUB

20th Inter-Divisional Annual Sports Day
Sunday 31st July, 1983
Commencing at 11.00 a.m.
at the Sports Ground at Four Wents, Hoo

Events	Ladies High Jump	Gents
Javelin	Ladies Long Jump	Gents
Discus	Ladies 100 Metres	Gents
Shot	Ladies 200 Metres	Gents
High Jump	Ladies 400 Metres	Gents
Long Jump	Ladies 800 Metres	Gents
100 Metres	Ladies 1500 Metres	Gents
4 x 100 Metres Relay	Gents 4 x 100 Metres Relay	Gents
Javelin	Gents 1500 Metres Walk	Gents
Discus	Gents Tag-Of-War (5 man team)	Gents
Shot	Girls — aged 12 years	
100 Metres	Girls — aged 13 to 14 years	
100 Metres	Girls — aged 15 to 16 years	
100 Metres	Boys — Aged 11 to 12 years	
400 Metres	Boys — Aged 13 to 14 years	
800 Metres	Boys — Aged 15 to 16 years	
100 Metres	Veterans Handicap (date of birth required)	

Competitors please note that the competition starts at 11.00 am
Closing date for entries — Thursday 21st July, 1983

Please enter my name for the undermentioned events:-

Mr./Mrs./Miss _____

Division _____

Events _____

Tennis Section

Join the Tennis Section, meetings are held every Monday, Tuesday and Thursday evenings. Advice, tuition and help always available.

Section subs are £3 per annum, with under 16's FREE.

Contact Derek Shaw, Gyrn Division Internal 2649.

Badminton Notice

Badminton facility at Hoo is bursting at the seams. Casino Sports Hall in Chatham is used by the Club on Friday evenings between 7pm and 11pm. Badminton enthusiasts would be welcome. Why not drop in one Friday and give yourself a treat. If you need more information before coming, then contact:

Ray Docker — ATE (2977 Int) or John Dhar — AS & R (2975 Int)

65 Club

The April meeting held as usual in the Featherby Road, Clubhouse, followed the usual pattern and was well attended. The entertainment for the evening was provided by Gail and Ross, the locally known duo, for singing and music.

The preliminary arrangements for the first outing on May 24th were announced.

For the May meeting, a change of date was made and it took place on Monday 16th May. This took the form of 'an end of era' party, with the Arthur Brown Trio providing the music, and Dave and Peggy Boniface supplying the supper. This gesture was much appreciated by the members and expressed their thanks for all the good times they had had at Featherby Road. Appreciation bouquets were presented to Mrs. Brown and Peggy Boniface, by Mrs. Griffiths wife of the Club President.

Dancing and free bingo filled the time. The club will meet at the works canteen from the July meeting (July 19th) onwards.

The first outing of the year took place on May 24th and was a tour of Sussex with stops at Brighton and Eastbourne before returning home. The weather was very good, with brilliant sunshine, warm and bright, and could not have been better. It gave a much needed boost to morale, and made the excursion so much more enjoyable.

Our next excursion will be on July 6th, when we again tour Sussex — a different route, which will take in Arundel, with its Castle.

Cricket Section Fixtures

'A' Team (Old Elliott)	
Sat July 2	H v Lenham
Sun July 3	A v Hempstead
Sat July 9	A v Hollingbourne
Sun July 10	A v Upchurch
Sat July 16	H v Rainbow
Sun July 17	H v Luton
Sat July 23	A v Lenham
Sun July 24	A v Elgars
Sat July 30	H v Leybourne Village
Sun July 31	A v Woodcombe
Sat August 6	H v Ulcombe
Sun August 7	H v Snodland Community

'B' Team (Old BP)	
Sat July 2	A v Maidstone Etcetera
Sun July 3	H v Delling
Sat July 9	A v Maidstone Cavaliers
Sun July 10	H v Ewart
Sat July 16	A v Old Wives Lees
Sun July 17	A v Plaxtol
Sat July 23	H v Loose
Sun July 24	A v Teston
Sat July 30	H v Medway Valley
Sun July 31	H v INO
Sat August 6	A v Rainham
Sun August 7	H v East Sutton



Diary Dates

Four Wents, Hoo St. Werburg

Friday 17th June, 7-10pm

Childrens Disco 'Tip Top Sounds'

Admission 25p at Ballroom Door.

Friday 24th June, 8-11pm

Seven Aces Jazz Band

Tickets 25p from Int. phone 2217 or Bar.

Saturday 25th June, 8-11pm

Michael Hayes - Guitarist.

Bar Lounge, Admission free.

Saturday 2nd July, 8-11pm

Country and Western Evening with 'Arizona'

Admission 25p from Bar or Ballroom door.

Friday 15th July, 7-10pm

Childrens Disco 'Tip Top Sounds'

Admission 25p at Ballroom Door.

Saturday 16th July, 7.45-11.45pm

Soccer Presentation Supper Dance

Admission £2. Tickets from Club Bar.

Saturday 23rd July, 8-11pm

Summer Dance with 'Pebble Mill'

Admission 25p from Bar or Ballroom Door.

Saturday 30th July, 8-11pm

'Arthur Brown Trio'

Admission 25p from Int. phone 2217 or Bar.

Friday, 19th August, 7-10pm

Childrens Disco 'Tip Top Sounds'

Admission 25p at Ballroom Door.

Saturday 20th August

Parlour Derby Evening. Betting Units 20p each.

Saturday 27th August, 8-11pm

Bank Holiday Dance with 'Zoom'

Admission 25p from Bar or Ballroom Door.

Saturday 24th September

Parlour Derby Evening. Betting Units 20p each.

Table Tennis

The recent tournament held on 1st May 1983 was considered by all to be a great success. Thirty two competitors were entered and all turned up at the appointed time and found surprisingly that a tight schedule had been maintained. The first round consisted of eight groups of four which gave each entrant at least three opponents to play before they were eliminated. The winner and runner-up of each group were then into the second round of 16 which was then run on a knockout basis. Both premier players entered failed to make the third round which consisted of two 1st Division, three 2nd Division, two 4th Division and one non-league player.

The first semi-final was between Alan Ward from the 1st Division playing off (-12) and Kim Arscott the remaining non league player on +8 points. The twenty point handicap proved too hard for Alan to overcome and Kim, whose play had improved at each round, won easily 21-7, 21-8. The other semi-final was a much closer affair between Roger Evans from the 1st Division playing off (-9) and Glynn Fairchild from Division 4 (+6). Though he was giving 15 points the 1st Division player triumphed 21-18, 21-18 to give him a final place.

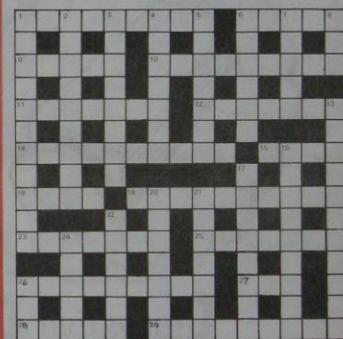
The handicap committee resolutely refused to change the handicap although it was becoming more obvious that Kim Arscott was no novice even if he had never played league table tennis. With again a twenty point start the result was never in doubt but the two players produced several exciting rallies which thrilled the spectators. Despite winning the second leg 21-16 Roger eventually succumbed by 21-6, 16-21, 21-6. Our congratulations go to Kim Arscott the worthy winner and we look forward to his defence of the title next year.

All those who entered enjoyed the occasion and it was a pleasure to see some competitors obviously well out of touch blowing the dust off their bats and giving it a go. The youngest entrant was Lee Baker at 9 years who found difficulty seeing over the top of the table and the oldest was Frank Nicholas of indeterminate age who confessed that he had trouble just seeing the table.

Our thanks are extended to Maurice Finch for reserving the main hall for our use and to Ron Cook and his men from the transport department who helped us to move tables between sites.

Bo

CROSSWORD No. 52



ACROSS

- Cut throat William the bird (9)
- It happened then (5)
- The icy jack of rhyme fame (5)
- Sandwich filler ends up (2-7)
- It is read, to calm the situation (4-3)
- The fool or jester does it (7)
- A dirty word to the revolutionary French (10)
- Music from a hairdressers scissors (4)
- More than one of this corn (4)
- Attempting to beat the starter's pistol (4-3-3)
- A white rose adment (7)
- What the dedicated motorist fears (7)
- The measure of a whizz kid tycoon (4-1-4)
- A Scottish town (5)
- Land of hope and the other (5)
- Break it or out it up (9)

DOWN

- Beginning again at a correction house (11)
- He not only studies, but cares for animals etc. (9)
- What an undercarriage does (8)
- The action is so fast, it is! (7)
- A small blue flower (7)
- What Mussolini made the Italian trains run to (2-4)
- A creed and TV programme (5)
- Do to race, set before one (3)
- Cause one to button coats up (3-2-3-3)
- Where bunny girls operate (9)
- The last production men kaathe (8)
- Not proven, its new (7)
- The hoardings carry the message (7)
- Crime of marriage (6)
- A cowboy party and fair (5)
- Margaret in short (3)

Solution to Crossword No. 51

ACROSS

- Thunder claps; 10. Handsaw; 11. One Club; 12. Prowler; 13. Endorse; 14. Lotus; 15. Inside out; 17. Sun bonnet; 20. Hever; 22. Nutmegs; 24. Quinine; 25. Slander; 26. Aroused; 27. Free wheeling.

DOWN

- Hand out; 3. Nestles; 4. Edwardian; 5. Clove; 6. Amended; 7. Salerno; 8. Shapelessness; 9. Absent friends; 16. Set square; 18. Not halt; 19. Overdue; 20. Hair oil; 21. Whitsun; 23. Stew.

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