

ATE NEWS LETTER

August 1988

THE BOSS'S BIT

Well here we are very nearly through the second quarter of the financial year and things seem to be going reasonably well. After last year's success in beating the budget both in orders obtained and sales made, you can rest assured that the Management expect us to do even better this year.

As I am sure you are all aware the SCADC MATE programme is well under way. John Basham has taken over as Program Manager following the promotion of Mick Mills to Chief Engineer. The customer's Project Manager for SCADC, Mr. John Lapp, took time out personally to visit the team in ATED to thank them for their efforts and congratulate them on the task they had performed to date. I would like to add my thanks to that team and all their supporters, those people who only work on that programme part time such as library staff, stores persons etc.

SCADC MATE always gets a great deal of attention, however, there are many other areas in the Division which are doing a good job in making sales. These include, but not limited to, the successful programme nearing completion now for Japan Air Lines and the other programme which is virtually complete, the Indian Sea King.

Another area where a considerable amount of the Division's effort is being applied across the board is that of preparing proposals for new work. In order to make sure that we comply with what the potential customers want, invariably means as I am sure most of you know, working long hours and sometimes through the night in order to ensure that proposals arrive with the customer in the required timescale. For this effort I thank you all. I am sure there is no need for me to emphasise the importance of getting this new business. The Division in preparing these proposals is, in fact, attempting to broaden its business so that in the coming years we will not be entirely dependant on pure automatic test equipment.

I trust you have all enjoyed your summer (?) holidays and feel refreshed for the task ahead of us. For those of you with young families I hope the school holidays are not too long; and if you have older children I hope their GCSE and 'A' level results were what you expected!!

Since the last Newsletter in December there have been quite a number of promotions throughout the Division. I thought it would be a good idea to put these people in the limelight for the excellent work they are doing in the Division.

Arthur Colwell

Barry Beddoe
Deputy Divisional Manager



In addition to the job of looking after the Engineers' Department Barry Beddoe, as Deputy Divisional Manager, has taken on the responsibility for increasing the Division's new business. Barry joined the company in 1964 and worked in I.N. Division, apart from a break as a College Lecturer, until 1978 when he came to ATED. Most of his career has been concerned with increasingly senior positions in project management - Jaguar Weapon Aiming System, Nimrod Central Tactical System and Tornado Automatic Test System.

He was appointed Technical Manager of ATED in 1982, at the height of the TATS programme but, as the work load on that decreased he has devoted more time to chasing new work - especially in the USA.

Mick Mills
Chief Engineer



Mick served a 5 year apprenticeship with the company starting in 1968. For the last 20 years he has been in ATE Division (there's stamina for you) in progressively more senior positions leading up to his present appointment as Chief Engineer.

His first 12 years with the division were spent amongst, and later leading, the 'softies' - preparing system software and test programs on the Nimrod, Corsair and Tornado ATE projects.

From 1980 until the beginning of the year Mick moved into various programme management slots - first NATS then Tornado Video ATE and finally the whole of TATS before a 6 month spell as SCADC MATE Programme Manager.

Kevin Dawson
Chief Systems Engineer



For most of his 10 years in the Division Kevin has been associated with the development of new systems. COMPACT ALPHA, ORION and MIL-STD-1553 test systems have all benefitted from his own special blend of expertise, application of common sense and very hard work - during certain periods over the last 4 years he has spent more time flying over the Atlantic than he has spent at home.

As Chief Systems Engineer of ATE Division, Kevin encourages the use of innovative ideas to meet customers requirements, but at the same time considers the financial implications of developments upon the Divisions overall business.

Maggie Logan
Project Manager



Maggie, like Mick Mills, is a successful 'softie', having spent the first 10 years of her time in the Division as a programmer and, later, project leader on ATE for Airlines, Tornado and TICM.

In January of this year Maggie was promoted to Project Manager and is now co-ordinating work on the SCADC MATE project.

Steve Norris
Foreman



Steve Norris joined the company straight from school in 1976 as an Apprentice Electronic Instrument Maker at Hopewell Drive. After initial training he moved to the Main Factory continuing his apprenticeship as a wireman with IN Division, in the Test Dept of IS Division and finally with ATE Division at the Flying School as an Inspector. In 1985 becoming leading hand of the wiring side of inspection under Ken Eteridge. Finally in March 1988 becoming Foreman of ATE

Inspection Dept taking care of the general running of the inspection departments - electrical/mechanical assembly fitting shop and Inwards Goods, ensuring the work is to a correct divisional standard and that tooling used by the shop floor and inspection department are calibrated and of a correct standard for use.

Tracey Druce
Sub-Section Leader



Tracey Druce joined ATE Division in October 1981 on the Youth Opportunities Program and 6 months later was taken on as a General Clerk to the Shipping Department providing typing, filing and clerical assistance. In 1985 Tracey was promoted to Shipping Clerk which entailed raising paperwork to send units all over the world. With the retirement of both Tom Chipperfield and Ted Woodger, Tracey was in April this year promoted to Sub-Section Leader dealing with the day to day running of a busy Shipping Dept.

The Division sends it's congratulations and best wishes to Tracey who is in fact getting married this Saturday, 27 August.

David Carr
Assistant Marketing Manager



David comes to us from the FKI-Babcock Offices in London where he was the Export Sales Manager for defence equipment, with special responsibilities for the US marketplace.

Many years with the MOD Navy at various naval establishments in the UK (including Chatham) and overseas, and a tour of office in the MOD Procurement Executive before joining FKI-Babcock in 1982, have provided David with a combination of technical disciplines and multiservices contacts of considerable depth and variety.

As a local man from Gillingham, he is now keen to generate a continuing and more stable career with GEC in Rochester and is also hopeful for the opportunity of re-establishing his leisure activities in sailing and shooting.

Nigel Stevenson
Chief Illustrator



Nigel Stevenson joined MASD as a Technical Illustrator in November 1975 from the Medway College of Design. He transferred to ATED in 1978 and two years later was promoted to Senior Illustrator. In December 1987 Nigel was further promoted to Chief Illustrator and is responsible for the divisions graphic requirements which includes illustrations for technical manuals, overheads, slides, photography, and brochures.

!! STOP PRESS !!

ATED WIN INTER-DIVISIONAL CRICKET FINAL BY 59 RUNS.

On a dry wicket at Hoo, Skipper Keith Washington won the toss and elected to bat. With the early dismissal of Tony Youren, Opener, Andy Gutsell and No.3 Pete Elsdon set about the FCD bowling with good attacking stroke play and aggressive running between the wicket. As the partnership mounted the FCD heads dropped with the Division finally reaching 123 for 7 after 20 overs (P Elsdon 48, A Gutsell 44).

In reply, facing a target of 6 an over, FCD were always in trouble which was not helped by some accurate bowling by Jason Issac-Henry, Nigel Stevenson, Pete Elsdon, Andy Gutsell and Barry Davis. FCD ending up on 64 for 7 off 20 overs.

Our congratulations are given to Ross Hudson who did so well at this years' 25th Inter-Divisional Sports Day on the 9th July at Deangate Ridge, Hoo. Ross won all of his four events the long jump, 100, 200 and 400 metres. At the end of the day he was awarded the Victor Ludorum Cup for accumulating the most points. Well done!

**Technically Speaking
by Barry Beddoe**

The design and development of the Tornado Automatic Test System (TATS) by the three Nations - UK, Germany and Italy - commenced in 1975, with GEC Avionics as the prime Contractor.

In 1984 a Memorandum of Understanding was signed by UK and Italy which established a bi-national PDT Contract for TATS. It was agreed that the System Design Responsibility (SDR) would be given to GEC Avionics' ATE Division.

Since 1984 over 100 different modifications, covering Hardware, Application Software and System Software changes have been processed. To date modifications and other related activities have resulted in sales in excess of £2 million. The present SDR team has a staff of 7, with Engineering Manager, Trevor Lawrence and Project Manager, Ron Twine as the recognised signatories for modification

proposals and acceptance for, and on behalf of, Panavia. Eddie Collins, Jim Reynolds, Bill Youden and Len Mattocks with Les Dungey as PAO, present a very experienced team, engaged in validation, registration of SDR company documentation and files, and liaison with our Italian partner companies.

Tester for ADD

The four Compact Alphas that have been sold to ADD in the past have been working hard in ADD Production and in Atlanta, testing boards from Head-Up Display Electronic Units for F4, F16, and A7 aircraft.

With the world-wide sales of Head-Up Displays there is need for support and ADD are now providing complete packages of Head-Up Display systems and support for customers. This has led to their latest order for a tester from the Compact Alpha/Orion stable. The tester which will be delivered firstly to ADD in September and then on to Atlanta next February, will be used for maintenance of boards from the F16 HUD.

Repeat orders are welcome because the production and test tasks are a straight forward repeat of what went before - well, nearly! Equipment goes obsolete, things that work before steadfastly refuse to behave, but in the end, that last polish will be given to the desk top, and another tester will go to help keep HUDs serviceable and aircraft flying.

Castle's Column

A very important part of the Production Department's operation is performed by the Materials Control Section. With the changing technology in product lines, material is becoming an ever important element in our business.

Our materials controller was Les Prettyjohn, who on 8th August joined GAV as Purchasing Co-ordinator of GAV. We wish him well in his new job. The Material Controller's responsibility is being temporarily taken over by Bryn Jones, which covers Procurement (Buying Office), Stock Control and Stores.

Working for Bryn with primary responsibility for the procurement operation is Dave Moore as Chief Buyer, who is one of the Company's most experienced purchasing personnel. Assisting him are Ken Read and Jean Walker, who have been with the division for many years. Unfortunately Ken has been absent for some time having suffered a heart attack and we are hoping for a speedy recovery and his return to work.

Ray Dennison, another long serving member of this department, who retired last September, just can't keep away. He is so keen that he is continuing to help us for 2 days a week, at least, for the time being. We have been glad of Ray's services. Joanne Tomlinson is our Commerce Trainee and more recently Rocky from Goods Inwards who is helping out on Procurement matters. Also to help the office run smoothly is Linnet Young who provides all the necessary clerical assistance.

To give some idea of the workload undertaken by the office, an average of some 40 purchase requisitions (PU's) are processed daily. During the last 12 months about 10,000 PU's have been received from Stock Control which has resulted in some 5,200 purchase orders being placed. In placing these orders 2,500 telex enquiries have been sent to suppliers and approximately 100 telephone calls are made each week by our expeditors who are Joanne Crook and Joan Hunt.

These ladies have to be both polite and firm when gathering information from our suppliers which often calls for patience and persistence. During the past year the whole purchasing operation has been computerised and orders are printed directly on the department's printer. ATED have been the guinea pigs in piloting in the new stock purchasing system called SPUR which has had many teething problems (and still has some). Despite many frustrations and the learning curve involved, the staff have adapted very well to the facility and its challenges.

Stock Control and Stores are looked after by John Covington who has been doing so for as long as most people can remember. John has the responsibility for a wide range of operations from PPML Scheduling requests, P card bandering with associated

Barcode entry, Stock Control, Stores Kitting and the processing of purchase requisitions. In Stock Control there is Jean White who deputises for John when required and has ably helped him over many years. Also very adept at operating a VDU is Gareth Smith and Sheena Orr who is a recent addition to the section and is a third member to the team. Jill Frid looks after scheduling matters, who can also help in Stock Control if required.

The section has been computerised for many years and now a software link is being established with the SPUR purchasing module to further improve the transfer of data.

The Division's main Stores is run by Colin Harknett, although only joining us in recent times has brought much needed stability to this area during a period which has seen a considerable change over of staff. Ably supporting him is Ken Martin who has been with the department for 8 years, along with more recent additions Ann Chambers and Sheena Roberts.

John's section dealt with over 81,000 computer transactions for the first two months of 1988. During this period 6,500 items were received into the Stores, 800 returned to the Stores from the Shop and 22,000 items kitted and issued from Stores including 400 complete kits. In addition over 500 new stock items were created, 1,500 stock transfers took place and 5,000 PU's were processed through the Buying Office.

Japan

In the Newsletters to come there will be a series of articles on Graham Hollands' experiences in Japan in connection with the Japan Airlines Contract.

Graham visited Japan in February 1988 to provide an in-depth introduction to the ORION ATE purchased by JAL. The course brief was fairly straight forward: teach their personnel everything not covered by the introduction in the UK. The brief itself generated much in the way of formal notes and demonstrations. Graham's set alone occupied a small suitcase!

Pre-Flight

The art to trouble free flying is to arrive in plenty of time, if only to give yourself a few extra minutes in the Duty Free Shop! After a previous experience of hire cars breaking down, I left for Heathrow some $4\frac{1}{2}$ hours before the flight was due to depart. Just as well since there was a $1\frac{1}{2}$ hour delay at the M3 junction of the M25.

Outward Flight

JAL efficiency at Heathrow demonstrated how to load a 747 in the most pleasant fashion with very little fuss and bother, particularly, when there is a smiling face (female) to show you to your seat.

As part of the pre-flight check-in everyone was offered champagne or orange juice. Nobody realised by the time the aircraft departed we were some 30 minutes late.

The short trip to Moscow took some $4\frac{1}{2}$ hours of uneventful flying. The opportunity to stretch ones legs was welcomed when we landed at 9.00 pm (local time) although the airport was covered in snow and dimly lit. On disembarkation I thought I would sample some local hostelry, however, nothing was open, not even a snack bar.

The second leg of the flight began with dinner (superb) and a request not to take photographs over Russian mainland - an impossible task as it was pitch black outside! Unable to sleep in the seats, the only activity I could partake in was to consume liquids (coffee of course!).

Dawn eventually presented itself around 7.00 am (Japan time) and after breakfast we were briefed about our pending arrival at Narita, Tokyo's new International Airport. Our approach provided an excellent view of Mount Fuji, an important part in Japanese culture (often referred to as Old Father Fuji).

The first thing I noticed when landing at Narita was the hangar/workshop area at the end of the runway. To inform us that we had arrived there was a large flower bed with "Narita" spelled out in flowers to indicate journeys end

Graham's start of work will be covered in the next issue of the ATED Newsletter.

Editorial Note

Just to let you know since Harry Seaford has left I have taken over the task of piecing together the Newsletter. Any contributions, comments or suggestions you have to make will always be welcome, particularly if there is something specific you feel would serve as an extra advantage.

Beverley Collins

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