

MARCONI AVIONICS NEWS

Issue 118 September 1979
House Journal of Marconi Avionics Limited

MOTTO FOR THE MONTH

"In quietness and confidence shall be your strength". The Holy Bible.

Expansion and Extension

New opportunities and managers at Rochester and Naisea

Marconi Avionics Limited, with a growing export business in aviation electronics and related-technology systems, has made two new senior appointments, in consequence of a new operation being launched at Naisea, near Bristol.

Mr. C.J. Frost has been appointed Manager at the Naisea site and **Mr. C.R. Reese** becomes Divisional Manager of Instrument Systems Division at Rochester, Kent.

Chris Frost, 43, was educated at Newton Abbot Grammar School, Devon and Imperial College, University of London, where he obtained a BSc(Eng) degree in Electrical Engineering in 1958.

The same year, he joined the Company as a development engineer, working on air data computers. Chris led the team which developed the world's first modular air data computer, a design technique which has since become standard practice everywhere. He was then appointed Project Manager for one of the Company's first major export programmes, the Air Data Computer for the Lockheed C-5A Galaxy, the world's biggest transport aircraft. He later became Chief Engineer of Instrument Systems Division and, in 1968, was appointed Divisional Manager, a post he has held until his new appointment at Naisea, and which is now being taken over by Mr. C.R. Reese.

Chris and his wife, Merry, at present live in Rochester but plan to move to the vicinity of Naisea. Both children,

Richard and Jacqueline, are now grown up. Chris will meanwhile spend much of his time at Naisea setting up the new operation he is to manage there.

Ray Reese, 48, was born in Welshpool Powys in mid Wales and was educated at King Edwards School, Birmingham and St John's College, Cambridge, where he obtained an MA degree in natural sciences.



Mr. Chris Frost



Mr. Ray Reese



"I see the barmaid from the 'King's Head' has been in again!"

He joined Marconi Avionics in 1955 at Borehamwood, as a development engineer in the then Aviation Division. In 1962 he transferred to Rochester as Chief Engineer of Military Aircraft Controls Division. He was appointed Divisional Manager of Airborne Engine Instruments Division in 1967 and has since managed several other Divisions, before taking a staff appointment in 1975, as co-ordinator of the Company's avionics programmes for the European Tornado multi-role combat aircraft.

As Divisional Manager of Instrument Systems Division, he is responsible to Mr. R.W. Howard, Director and General Manager, for a team of 330 people and for business which includes the advanced Air Data System for US Army helicopters, Tornado's Stores Management System and air data sensor unit and air data systems for Lockheed C-5A, and RAF Jaguar and Nimrod aircraft.

Ray lives at Pluckley near Ashford with his wife, Frances. They have three children Gavin, about to read law at Cardiff University, Lisa, taking 'A' levels in Physics, Chemistry and Biology and Peter, in his first year at secondary school. He hopes to be an engineer, also. Ray's interests are rugby (he captains Maidstone Nomads and toured North America this year with a Maidstone touring team), flying powered aircraft and gliding. If time allows, he also plays the clarinet.

WIESBADEN DEFENCE EXPO

Marconi Avionics shows new equipment in action at Defence Expo

Marconi Avionics Limited is presenting no fewer than seven new electronic systems to representatives from many countries visiting the 4th International Defence Expo at Wiesbaden in September. To emphasize its achievements, the Company will demonstrate a larger than usual number of equipments in actual operation and is also presenting a paper, at the Symposium, on the SUPERVISOR remotely-piloted helicopter surveillance system.

Equipments on exhibit, covering the requirements of land, sea and airborne defence forces, include the following: (* denotes first showing at Wiesbaden).

THERMAL IMAGING

- * Thermal Imaging Common Modules, a whole range of infra-red devices for 'seeing' in total darkness is being produced, to meet the requirements of the three UK armed services, by a team drawn from three leading electro-optical companies: Marconi Avionics, EMI Electronics and Rank Taylor Hobson.
- * Pyroelectric, hand-held, vidicon camera.

COCKPIT TELEVISION

- * Cockpit Television Sensor, incorporating a CCD television camera, is demonstrated in operation, mounted on the Company's 'multi-combiner' head-up display.

ELECTRONIC DISPLAYS

- * MonoHUD, miniature fold-away head-up display, developed initially for transport aircraft, and now offered for use in helicopters.
- * New technology helmet-mounted television display and sighting system, under development for the UK Ministry of Defence. It embodies a remotely located cathode ray tube, for night operations.
- Head-up display/weapon aiming computer (HUDWAC) systems, for helicopters and fixed wing aircraft.

HELICOPTER INSTRUMENTATION

Helicopter Air Data System (HADS), in large scale production, for use in AH-1S helicopters of the US Army. System comprises a unique, swivelling, pitot-static probe, cockpit indicator a microprocessor-based

electronics, for measuring helicopter airspeed and direction accurately, in all three axes, right down to the hover.

Lift Margin System for helicopters. Comprizing a torquemeter and small push-button controller, with integral computer, the system displays electronically the maximum payload a helicopter can safely carry and the margin of torque available. It takes account of actual engine performance, which it also calibrates for more effective engine maintenance.



The Marconi Avionics MONOHUD, fold away head-up display, originally developed for use in airliners as an aid to safer landing and take off, is now also being offered for use in military helicopters. Like other head-up displays, MONOHUD makes an ideal sighting and weapon aiming instrument, an important factor in many kinds of military helicopter.

BATTLEFIELD SURVEILLANCE

Airborne payload and ground station vehicle electronics, for project SUPERVISOR, the remotely-piloted helicopter surveillance system now flying in the UK, are presented on the stand.

The Company is also to present a paper on SUPERVISOR, the United Kingdom's remotely-piloted helicopter surveillance system, now at the flight test stage. Marconi Avionics, suppliers of the airborne surveillance, control and data link package and the ground station vehicle, is working in close co-operation with Westland Helicopters Limited, the Company which produces the WIDEE air vehicle.



Helicopter Air Data System (HADS) in large scale production for fitting to US Army AH-1S have improved Cobra helicopters.

Marconi Avionics Logistics Support Engineer, Marian Moon, with the microprocessor-based Electronics Processor Unit, the first microprocessor equipment of its kind to be scheduled for production in the UK. The Airspeed and Direction Sensor (AADS), at the left, is the unique Marconi swivelling pitot-static probe which enables low airspeeds to be sensed accurately in the presence of rotor downwash. Sensor also gives static pressure, for altitude and attitude rate computation, free from position errors. Cockpit-mounted Low Airspeed Indicator (LAI) gives helicopter airspeed and direction in the horizontal plane at a glance.

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DOWN MEMORY LANE

When the Trapeze Artist is flying through the air with the greatest of ease, they have to maintain a solid concentration of what they are doing, as one slip can cause trouble.

Flying through the air involuntarily, however, raises responses which, if premeditated, would daunt the most skilful of operators.

It happened thus, on a blissful day, whilst cycling along a Leicestershire village street, going the rounds of an Insurance Agent, collecting the weekly premiums. With collecting book open on one arm, riding without hands on the handlebars (show off!) checking on the next call, when suddenly – BANG – a motor car had hit the rear of the cycle, the force of which catapulted the rider into the air!

Now there happened to be a narrow strip of grass along the middle of the road and a line of iron railings separating

a meadow from the street. The body was in line for the spiked railings, and a possible impaling, when the mind reacted quickly and ordered a flip of the body and a twist of the legs to bring the body down beside the railings and not on them.

The result was bruising, shocks and grazing of the hands, with a cycle that had 'concertinad' with the back wheel touching the front one.

The village clock struck 12 midday and when arriving home later that day an anxious mother enquired if all was well. The anxiety was showing itself and questions were asked what it was all about, when the mother disclosed she had had an awful feeling at midday that something was happening and she had a vision of her son lying on a spike!

BIRTHS

To MR. and MRS. KEITH CRITTENDEN (Sue of CMS) the gift of a daughter, Carrie Ann, born at All Saints Hospital on 14 April 1979 at a weight of 6lb 13½oz.

MARCONI AVIONICS

Halifax Savings Plan

The scheme of saving in the Halifax Building Society, which began in 1978, is still making progress. As at the beginning of July 1979, there are 289 employees participating in the scheme, made up of:

MAV and Accounts 23, Personnel Services 44, Works Engineering 4, ADD 54, MASD 29, ATED 24, AS & RD 18, CMS 6, QOD 2, EDP 4, FARL 5, FCD 32, GYRO 12, IND 14, ISD 14, PSD 4.

Employees interested in joining the scheme, by having saving investment payments deducted from wages and paid over to the Halifax are advised to contact Mr. J. Neate, Personnel Officer, for details.

CASTAWAY



Ralph C.A. Tomlinson

For this month's Castaway we invited Ralph Tomlinson, the recently appointed Material Controller of FCD, to submit his choice. Ralph who lives at Broadstairs rises at 5.00am each day, but manages to maintain his humour all through the day.

Music

1. Help by The Beatles – I am an avid Beatle fan – before their silly period.
2. Moods by Neil Diamond – nice relaxing music.
3. That Sentimental Gentleman by Tommy Dorsey.
4. A Legendary Performer by Glenn Miller – Big Band swing is, in my opinion, very listenable.
5. Pipers Call – Scottish pipe band music is something I have been associated with for years. I understand it, and am an avid listener.
6. Atlantic Crossing by Rod Stewart – Particularly 'I am sailing'. By this time I imagine I should want to return home as quickly as possible.

Books

1. Somewhere a cat is waiting by Derek Tangye – I like cats, and this man obviously knows them!
2. The Wind in the Willows by Kenneth Graham – good for leisure reading.
3. Reach For The Sky by Paul Brickhill – Douglas Bader is a man for whom I have a great personal respect.

Letters to the Editor

ACKNOWLEDGEMENT AND THANKS

13. 8. 79.

21, Valley View Road,
Rochester,
Kent ME1 3PB

Dear Sir,

Through the medium of your publication I would like to bid farewell to all my friends and colleagues and to give especial thanks to those who contributed to the very handsome present on the occasion of my retirement.

Yours truly

L.H. Smith

CAR PARKS

Upon leaving work on Wednesday, 11 July, I found attached to my car, an open letter which said that there was a probability of my parking ticket being withdrawn if I persisted in parking outside the parking signs.

Whilst I will dispute that I persist in this practice, I would not refute that the incident is a continuing one, based on the car park as a whole.

Let me point out the reasons why I was in the place when this letter was put on my car:—

Firstly, that the Company does not automatically allow anyone to use its car park. It has a control and passes are issued. This is blatantly and consistently being abused in the Towers car park.

Secondly, it would appear that a minority upon parking, wish to open all the doors fully on their cars and allow a double-decker bus to drive through as well. This is totally unnecessary and not only takes up considerable space, but forces other cars to fit in where possible, mainly in dangerous places.

Thirdly, due to the Portakabins being put onto the canteen car park, space had to be allotted from the Towers car park for visitors. This has put an intolerable strain on the already congested situation. I am led to believe that building work has started that will require even more space to be taken up. What happens then?

May I conclude by saying to all these 'Clever Dicks' abusing the system, as stated by Mr. Thomas, 'The Company provides more than adequate car parking amenities' – but not on a first-come – devil-may-care attitude.

I am quite sure that the considerable expense providing the Towers car park could be used to provide much needed working space but the Company chose to allow it for car parking. This is a concession that I do not wish to see taken away.

A.A. Stock

Central Machine Shop

Editor's Note

There is no reason why anyone should abuse the parking system, by parking outside the markings or across them. The large car park on the Airfield site has ample space, if employees will only take the trouble to use it.



OBITUARY

We regret to record the death on 12 July 1979, at his home in Herne Bay, of Gordon Hayward, of FCD Inspection.

Gordon was a member of that original band of people who successfully established the Aviation Division at Rochester, and had been associated with its development to the present day.

Widely known and greatly respected, he was also a man of many parts. Until his removal to Herne Bay, he was a Deacon and Elder of Ebenezer Church, Chatham, and a Lay Preacher of distinction.

Our sympathy and condolences go to his widow and family.

We regret to record the death of Mr. John Dean (Henry) Hanron, which occurred on 19 July.

As Chairman of Marconi Avionics Inc. Mr. Hanron was a familiar figure in Atlanta USA, and within the Aviation Industry.

His professional career began in 1930 when he entered the Royal Naval College, Dartmouth, and after the out-break of hostilities joined 'HMS Scarborough' as communications officer. In 1941 he was awarded the D.S.C. for his part in sinking U Boat 176.

Service in other vessels followed and in 1946 he was posted to the Royal Naval Staff College in Bath, with the rank of Lt. Commander. In 1947/1948 he operated with a British Naval mission in USA, working with US Navy group mission to Greece, for this work he was awarded the Legion of Merit-Degree of Legionaire. After service in aircraft carrier HMS Theseus, and battleship Vanguard, he joined Elliott Bros. in 1956.

Mr. Hanron held a number of managerial appointments within the Company, until moving to the USA as President of Elliott Automation Industrial Corporation in 1969, and Chairman in 1975.

He was interred at Limpley Stoke Parish Church near Bath on 26 July. Expressions of esteem and affection from employees, management and friends were received.

Our Heritage

The British Army of one or two hundred years ago was a vastly different organization from the Professionals of today. When a man accepted the King's or Queen's shilling, he knew he would be sent abroad, often for many years.

During the time of the expansion of the British Empire, the British soldier had perforce to be an explorer, policeman, builder, politician and peacemaker in all parts of the globe. Engaged in fighting battles against foes with vastly superior numbers of troops, but on which much stood to be gained or lost: they endured disease, starvation, loneliness, poor pay and the ultimate sacrifice, death itself, examples of which are known and remembered across five continents. Yet still men flocked to join up.

The Crimean War stories still stir the heart and mind, perhaps more so than the conflicts of this century, and people seek to perpetuate the deeds of the 'thin red line' by forming themselves into associations to re-enact, in full authentic dress, the actions of the past. Reminding us of the past when our fore-fathers never shirked their duty and helped to make Great Britain – Great!

Their successors, who fought in the Great World Wars 1 and 2 are remembered each year, as also those who cleared the skies in 1940, and paved the way for the victory which was so dearly achieved.

For us who 'follow in their train', we have opportunities to put the greatness back into our nation by our work, our skills, our ideals and our devotion to all that is just, that is true, and what is pure and true.

In the news

As well as supplying the world with 'top line' avionics the Company also supplies 'beauty' for the delectation of the Medway populace.

Miss Francine Bailey, who works in our FCD, was chosen as MISS MEDWAY 1979 and as such took her place in the Annual Carnival procession on 14 July.



Francine Bailey,
Miss Medway 1979.

—TWO IMPORTANT FIRSTS—

Medway's Royal Aeronautical Society Branch presents

- FIRST complete 'rollout' of RAF Manston's Spitfire
- FIRST published history of Rochester Airport

The thriving activity groups of Medway's Branch of the Royal Aeronautical Society made the Rochester Air Display, 19 August 1979, the occasion for two new events of importance to the Medway Towns. Members of the public who attended the Air Display, at Rochester Airport, were able to view Spitfire TB 752 on the airfield, fully assembled, for the first time. They were also able, for the first time, to purchase an illustrated 40 page booklet on the history of Rochester Airport at a cost of £1.

The Branch's 40-strong Aircraft Preservation Group, which began preserving RAF Manston's 'gate guardian' Spitfire last July, has been working day and night to finish the aircraft. They made use of facilities provided by Marconi Avionics Limited, the Company which manages the Airport on behalf of Medway Borough Council. After the Air Display, the Spitfire was taken to RAF Manston for final painting, in readiness for the handing-over ceremony there on 15 September, Battle of Britain day.

With the Spitfire so near to completion the Aircraft Preservation Group, led by Lewis Deal, is preparing for a new task. An appeal is being launched to raise funds for an all-glass building to be erected at RAF Manston, to house the Spitfire and to keep it in showroom condition. To be kept open continuously to the public, it will enable the aircraft, probably the best equipped non-flying Spitfire in the world, to be viewed in detail and with comfort.

The proposed building is also intended to serve as a small museum, in which those who sponsored

the preservation and the building can be remembered. It will also serve as a collecting point for donations by the public to the RAF Benevolent Fund. Now that permission has been obtained to erect it at RAF Manston, it is hoped that individuals and organizations will contribute generously towards the £20,000 target for the cost of the building.

The new booklet, published by the no-less-dedicated Rochester Airport Historical Group, led by Mr. G.C.J. MacPherson, is the result of many hundreds of hours spent in research and in analysing data, including numerous personal accounts given by individuals, whose memories span the 45 years of the Airport's history. Entitled "A brief history of Rochester Airport" it contains, among some 50 illustrations, rare pictures of early events and personalities. The booklet portrays the very interesting development of the Airport up to the present day and will eventually be followed by a much longer and more detailed historical work. Marconi Avionics Limited, which strongly supports the Medway Branch of the RAeS, is sponsoring publication of the booklet, to enable the Group to launch it at the attractive price of £1.

With 1,500 members, drawn from all over Kent, the Medway Branch of the Royal Aeronautical Society is believed to be the country's largest Branch. Membership, open to men and women of all ages, regardless of academic or other qualifications, still costs only 50 pence per year. It is able

to maintain this low figure thanks to the facilities made available by Marconi Avionics, at Airport Works Rochester, where the regular series of popular lectures takes place in the main canteen. Lectures held on 2nd Wednesday of the months October to April inclusive, start at 7 pm. Next lectures in the series 1979/80 include "a light hearted history of aviation", "airline operations of the Boeing 747", "helicopters and North Sea Oil exploration", "investigating aircraft accidents", "Schneider Trophy", and "HAWK jet trainer".

APPOINTMENTS

Among the recent appointments within the Company we note the following:

Harry Staff to be Manager—Safety and Site Security (Mr. R.G. Green, the Security Supervisor will report to Mr. Staff).

More specific definitive details of posts within ATE are published.

Mr. Roger M. Sawtell will now concentrate his activities on Product and Market Development, with direct responsibility for:

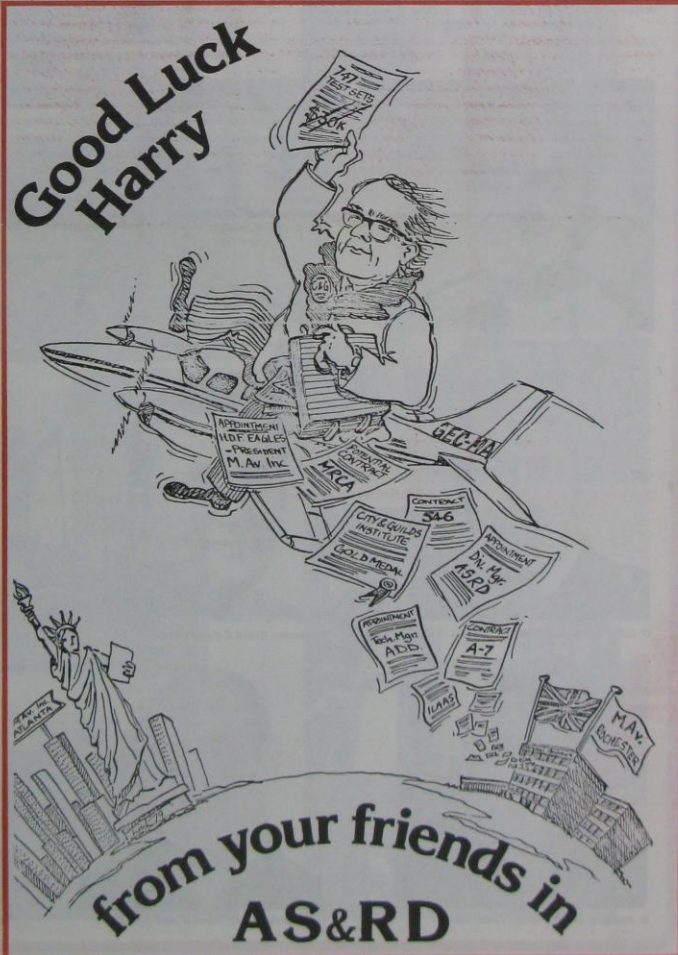
- (1) Definition of future market place technical requirements
- (2) Definition of advanced development programmes
- (3) Programme management of all ATE Division's advanced development work.

Mr. G.U. Rands, as Sales Manager, will take over the responsibility for selling, publicity, public relations and intelligence activities for the Division.

Apprentice News

The following Apprentices have, or are about to complete their apprenticeship, and have accepted posts within the Division named. We extend a welcome to them, as they now become skilled workers in their chosen profession, and wish them well for a successful and mutually profitable career.

Watt D.C.	12.5.79	IND
Morgan D.C.	17.5.79	ATED
Parsons C.	22.5.79	ATED
Woodward I.R.	24.5.79	ADD
Austin G.M.	2.6.79	CMS
Bowne R.	8.6.79	ISD
Hanson I.	17.6.79	FCD
Cheal C.E.	3.7.79	GYRO
Hemwood T.J.	5.7.79	FCD
West P.R.	9.7.79	ADD
Pope I.	4.8.79	GYRO
Williams J.	5.8.79	AS & RD
Page R.	24.8.79	
Beaumont S.J.	26.8.79	CMS
Beech L.D.	1.9.79	FCD
Bestlestone P.	1.9.79	ISD
Britten A.	1.9.79	ATED
Butcher M.A.	1.9.79	ADD
Cardwell J.	1.9.79	FARL
Cass D.J.	1.9.79	ATED
Cook J.M.	1.9.79	ISD
Croucher P.	1.9.79	ISD
Darby P.	1.9.79	ISD
Eldridge M.	1.9.79	ISD
Jeffrey S.J.	1.9.79	PSD
Jenkins M.J.	1.9.79	FCD
Johnson N.B.	1.9.79	AS & RD
Jones G.	1.9.79	ISD
Liddle S.	1.9.79	ADD
Lowe A.P.	1.9.79	MAV
Martin P.	1.9.79	AS & RD
Miller D.C.	1.9.79	ISD
Morley T.	1.9.79	ADD
Morris A.C.	1.9.79	MASD
Nicholson M.C.	1.9.79	GYRO
Ollive A.	1.9.79	ISD
Restall K.R.	1.9.79	MASD
Richards D.M.	1.9.79	MASD
Short K.D.	1.9.79	GYRO
Simon P.E.	1.9.79	AS & RD
Stafford M.J.	1.9.79	ISD
Upple D.S.	1.9.79	ATED
Watts P.A.	1.9.79	ISD
Webster D.J.	1.9.79	MASD
Franklin P.E.	17.9.79	ADD
Jones M.	19.9.79	ISD
Hayes T.M.	23.9.79	ISD



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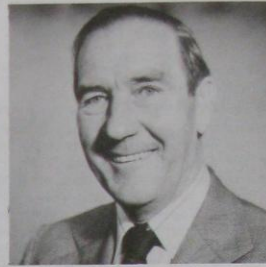
NAMES TO FACES

The Department spotlighted this month is our Security Department who are responsible for maintaining supervision of the security of buildings and premises. They are also responsible for the observing of Company rules and regulations regarding entry and exit of works personnel and visitors alike, and the supervision of and allocation of car parking. Most are trained St. John's Ambulance men, able to deal with any emergency on a 'First Aid' basis.

R. Dugard, Guard, 10 years service. R. Gilson, Guard, 3 years service.
A. Upton, Guard, 9 years service. E. Cheal, Guard, 3 years service.



H.R. Staff, Manager of Safety and Security, 25 years service.



R.G. Green, Security Supervisor, 5 years service.



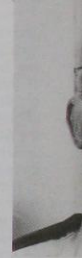
J. Summers, Guard



A. Worman, Guard, 16 years service.



J. Shrosbee, Guard, 5 years service.



R. Lees, Guard,



T. Park, Guard, 4 years service.



A. Forrest, Guard, 4 years service.



E. Slater, Guard, Hanger, Nights, 6 years service.



C. Pruvost, Guard



W. Giles, Guard, Hanger, Nights, 11 years service.



D. Moseley, Guard, 6 months service.



T. Killelay, Guard, 3 months service.



E. Cousins, Guard



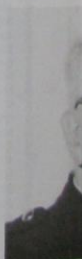
D. Widdows, Guard, Nights, 12 years service.



L. Golightly, Guard, Nights, 4 years service.



G. Fleck, Guard, Nights, 3 years service.



W. Bratherton, Guard

SPORTS DAY



Security Supervisor,
6 years service.



years service.



9 years service.



1 months service.



rd, Nights, 3 years service.



The ladies on their marks.



A bunch of hopefuls.



Diane lets it go.



There it goes.



Mens race in progress.



Cleared! but not the limit.



Up for the long jump.



Another 'shot' on its way.



Determination.

RETIREMENTS

The spontaneous outburst of singing "For he's a jolly good fellow" in the Accounts Department was a fitting end to a total of 32 years' service with the Company, and a cheerful sound for Ken Davis, Wages Manager, to take with him into retirement.

Ken began his career in London, as an articled pupil to a firm of accountants, but realised early on that this was not for him. It was an impersonal thing, and he thought there was much more in life. He eventually made his move and joined Short Bros. in the Salaries and Wages Department.

War service took him away, and for five years he was a radar mechanic because they thought he would do well at it. On demobilization he returned to Short's, until they moved away, when he joined forces with Swift & Swallow, at the Airport Site, as Cashier. Rising steadily with the growth and development of the Company, he maintained his connection with 'payouts' becoming the Wages and Salary Manager.

Simultaneously with the Company development he became Treasurer of the Riverside Sports Club, which incorporated all the operating firms, until the growth of each one made separate sports clubs an essential thing. Ken became an original member of the Elliott Sports & Social Club, being its Treasurer, and has held the office continuously ever since.

His popularity and many achievements were recalled by Mr. Alexander when he presented Ken with tangible evidence of the regard with which his many friends and colleagues had for him. His retirement gifts were a hi fi stereo system and speakers, wine making kit, photo album and scroll. The Management Committee of the Sports & Social Club also gave a special farewell party at the club-house.

Ken, a local man, was educated at the Rochester Technical School (Eastgate) and has one son and one daughter. His wife unfortunately passed away some two years ago, an event which caused him much personal grief. The son is in the RAF as a Chief Technician and his daughter is married, living at Plymouth. There are five grandchildren. His hobbies of reading and music will enable him to fill his days. Ken will be retiring to Plymouth to live with his daughter.

The whole of the work force at Rochester wish him well for a long and happy retirement.



Ken Davis with his many gifts, cards and tokens of goodwill which marked his retirement. (A)

From Southern Ireland via Portsmouth and Swindon to Rochester is the route which John Joseph Long took during his working life. He came from a family of copper-smiths/tin-smiths in Southern Ireland where he learned his trade until his ambitious nature caused him to uproot and come to England.

For a time John was employed by Portsmouth Aviation at Portsmouth and Swindon, before coming to Rochester to

join Short's Bros. Afterwards he spent seven years at Wingets, and was Chief Inspector for Bagshawes before joining this Company. Beginning with MAC, then FID, he entered service with IN Division in 1964 in the Machine Shop as a Grinder/Turner.

He was married at Swindon and has three children and four grandchildren. His hobby is wood turning, to which he hopes to devote a large part of his time.



Mr. D. Clews, Divisional Manager, presents John Long with his retirement gift. (B)

Mrs. Phyllis Stevens, for five years the Manageress of the canteen, recently retired.

To mark the occasion she was presented with gifts from the canteen staff, friends and colleagues and the Long Service Association. They consisted of a rocking chair, pot plants, coffee maker, bouquets of flowers and an electric knife.



Mrs. Stevens. (A)

After the completion of 25 years' service in June with the Company, and receiving a clock in recognition W.J. Dwane, a Tester in FCD retired on 22 July.

He came to Elliotts in 1954 joining the MER Dept. as a Tester and in 1960 moved over to MAC, remaining in the same capacity when the merger of MAC and FID became FCD.

Thus closed a varied career, which began at the age of ten years when he joined the Duke of York's School in Dover. After school he became a member of an electrical engineering firm in Gillingham and then joined the Royal Navy in 1930



Harry Staff. (A)

GYRO Division has honoured one of its members with the 25 years' award for continuous service, 11 of which have been spent in the Division. Evan (John) Lusted received a clock at the hands of Mr. Essex, Divisional Manager, to mark the occasion in the presence of many friends and colleagues.

A member of GYRO Inspection Department, he has progressed through the Company by way of Fishers (in early

as a boy telegraphist. He continued in this field until his discharge in 1954 as a Chief Petty Officer - telegraphist.

During his service life he spent much time in Malta and the Mediterranean station. Stationed at Malta at Communications Centre, he served all through the blitz on the island, which resulted in the award of the George Cross to the island. He married in Malta, and his eldest child, a son, was born there.

In the early 1930's he became a member of the Peanut Club. This was an organization of the crew of the Revenge, by which funds were raised, in conjunction with the Tonbridge Courier, for the provision of a children's ward at the Kent & Sussex Hospital. 500 of the crew, including the Admiral, were members and at a ceremony to celebrate the opening a party of five coach loads of sailors were invited to Tonbridge and were received by the Mayor and townspeople.

When he was about to join the Navy friends tried to dissuade him, by telling him stories of the hardships and toughness of the training, but he ignored all pleas and joined up. Now he recalls his training at HMS Ganges as a "piece of cake". Having been brought up in strict Army discipline he found the Navy much more lenient.

His family, a son and two daughters, live on the Surrey-Hampshire border and he plans to visit them all some time in the future.



W.J. Dwane with colleagues. (A)

After 26 years' service, George Holyome, of CMS Tool Stores has retired.

George came to Rochester from Willesden, London, after his marriage, to get accommodation. He joined Elliotts as a machinist in Gear Division before progressing through FID and MAC as a Shop Loader, finally being in charge of the Tool Stores.

A pleasing and happy personality, he had a way of getting on with people. With hobbies of upholstering and gardening, George will not be left with time on his hands.

He has now rejoined the Company, in a part-time capacity of car park attendant, where his ability to get on with people will be an advantage.



Mr. G.W. Holyome with friends. (C)

25 YEARS' SERVICE

Harry Staff, now the Safety and Security Manager, has received his award for 25 years' continuous service, and joins the LSA to meet up with many people with whom he has worked for these years.

A native of Norfolk, he has never quite lost his accent. He came to Rochester by way of the LNER (London and North Eastern Railway) and the Royal Navy. His father was the County Superintendent of St. John's Ambulance Brigade and a former Chief Petty Officer, both having an influence on his life Harry became interested in First Aid and was a St. John's Cadet.

After a spell with the LNER workshops, he joined the Royal Navy as a boy entrant and selected to be a sick berth attendant. He finally attained the rank of leading sick berth attendant, seeing service in Bermuda, Malaysia and Gillingham Naval Hospital. We learn that he was appointed chiropodist for the Chatham Contingent in the Coronation Parade.

On leaving the Royal Navy, he came to Elliotts in 1954, taking up duty as a Technical Clerk in MER and surgery duties as and when required. When the Company grew, the Surgery was established as a complete unit and Harry joined it, to become eventually Supervisor of Surgery. He was later appointed Deputy Safety Officer under Mr. Moore, and then Safety Officer, until his recent promotion to Safety and Security Manager.

A likable person, with a charming and genial personality, he is able to get along with people and they with him. He is a member of the Sports and Social Club Committee and a worker with the 65 Club.

days) and Toolroom. A Medway man, born at Stoke on the Hoop peninsula, he began work as a Milling m/c operator for Johnson & Phillips in London. He was in the RAF, as an airgunner (aircrew) and for a time was employed by Kent Alloys before joining the Company.

He is married with one son, who is in Shipping. A man of many parts, with a love of the sea (or river) he is building his own yacht, a 27 footer, so that he can ride the waves in style. He is also the genius who provides the backcloths and scenery for the annual pantomime shows for the children and OAP parties. Evan is also a 'regular' artist, painting in oils.



Mr. Lusted and Mr. Essex at the presentation. (D)

HOBBIES

Charles White, of Aviation Service and Repair, now a KUNG FU Specialist commenced the art with Judo at the age of 13 years.

In 1973 he transferred to KUNG FU when he commenced training with WU SHU KWAN School. There are around 5,000 participants throughout the UK - Charles' class has been in the top group at all times.

At this time he attended an open Knock Down National Tournament at Crystal Palace, which was run by British



Charles White, facing camera, in action.

Karate 'KYOKUSHINKA', which was a category 2 (Heavy-weight) contest. Charles came third in this competition.

During 1979 Charles transferred to the British Self Defence Association, during which time he has had three fights. He won one and lost one; the third, which was fought in Holland - a class 'A' Fight - Charles won all five rounds, in consequence of which he has been invited back to Holland. He is now awaiting an invitation to fight in France.

During the month of July he received an invitation to attend a World Full Contact Championship, to be held later this year in Miami, USA. But, unfortunately, through lack of funds and sponsorship, he has provisionally turned it down.

On 6 October 1979 there will be a Full Contact Competition at the Sir Michael Sobel Sports Centre, North London, which Charles hopes to attend. In the late afternoon of that day there will be semi contact fights, whilst in the evening full contact fights.

Training in the Art of Kung Fu, consists of classes which are normally of two hourly sessions - some however are of three hours. These sessions are broken down into four parts:

- (i) General loosening exercises.
- (ii) **Technique** - when various combined moves of the art are practised.
- (iii) **The Form and Fixed Sparring** - The form is a given set of fighting movements depending upon 'grades'. Fixed sparring is a practice of attack and defence movements which also correspond to an individual's grade, the higher the grade the more complicated the movements become.
- (iv) **Free Fight** - Any area can be attacked, save eyes, throat and groin. Contact is made, but an individual is expected to exercise restraint in use of power.



Charles White holding his trophy.

The scoring system is similar to boxing where the scoring area is the same plus kicks to the lower part of the body which are also allowed. A useful technique which is often used is a 'sweep' to the ankle which floors the opponent and points gained by this action are greater than ordinary punches or kicks. An important rule in full contact is that a fighter must kick at least six times per round which is of two minutes duration.

The probability is that the number of kicks per round will be increased in the near future. This will highlight the difference between boxing and full contact sport, which is attracting many boxers.

STORY WITH A MORAL ANOTHER MAY FIRST!

Confirming our world lead in Meetings Engineering, Marconi Avionics have been selected to draft a new BS9000 Standard for meetings to be used as a basis for the International Standard.

This highly complex task will require one of the longest series of committee meetings ever convened and the whole task is expected to take at least six months. One of the primary objects of the specification will be to classify meetings into the three general categories of one, two and three coffee meetings and to set out the criteria under which meetings may be up or down graded.

For example, meetings which are interrupted by staff executives either by phone or personal intervention will not be deemed to have been continuous but the time lost will not be included in the useful time for the purposes of classification. However subjects which are introduced to divert the attention of the Chairman (eg rugby, football, gliding or antiques) will be accepted as legitimate methods of extending the meeting time so as to qualify for an additional round of coffee.

Pending ratification of the new British Standard by ISO, meetings may temporarily be classified by British Standard Tea on an equivalence of one half cup of tea to 0.5 cup of coffee.

Field trials should start at once and will provide challenging and interesting work for those members of International Systems Division selected to participate in this programme.

TEMPUS FUGIT

The Houston Cup

The Houston Cup, donated by British Caledonian Airways and awarded for outstanding achievement by a member of the Marconi Avionics Flying Training Scheme, has been awarded and presented to the 1979 winner.

The recipient is John Campbell, Engineering Manager of ADD, and the cup was presented at a social function on 5 April held in the Club-house, Featherby Road. Eric Taylor, the Company's Chief Pilot made the presentation on behalf of the Committee.

John Campbell was selected for his work, in guiding the Flying Training Scheme for the past 10 years, in which it grew and developed from an original 10 members to the present total of nearly 100.

The Scheme provides opportunity for members of the Company's Engineering Staff to learn flying, and equip themselves in the practical use of systems designed and manufactured by the Company.

In addition to the trophy, a cash prize, donated by the Company, was also presented, and it was noted that John will remain a member of the Training Scheme Committee.

Anyone interested in the possibility of joining in the scheme and its activities should contact C.K. Marshall, the Secretary in FARL at New Road, Telephone Medway 44433 Extension 42.

Kitchen Kapers

Lincolnshire Pork Pie

Hot Water Pastry:
4 oz lard
4 oz water
8 oz plain flour
½ teaspoon salt
Filling:
1lb shoulder pork
Juice of lemon
Salt and pepper to taste

Gravy:
Pig's trotter
Onion
Garlic
Carrot
Celery
6 peppercorns
2 bayleaves
4 pts water
Eggwash

Method: Split and wash trotter and put into pan with 4 pints of water and all seasonings. Bring to boil. Remove 'scum' and simmer for 4 hours. Cut pork meat into thumbnail size dice. Season and mix well. Warm sieved flour and salt. Bring to boil 4 oz water and lard. Add sieved flour in one go, mix well. Do not knead too much as this hardens the pastry. Cut off ¼ rd for lid. Well flour base of 2lb jar and mould pastry round this. Stand jar in cool place to firm up. Then remove jar and pack mould with meat. Use egg wash to fix rolled out lid and pinch together. Make two air vents in top. Egg wash well. Bake at 400°F for 20 minutes and reduce to 350°F for further 1 hour 10 minutes. Allow to cool slightly before adding strained gravy, still hot, through vents with aid of funnel.

Farmhouse Cake

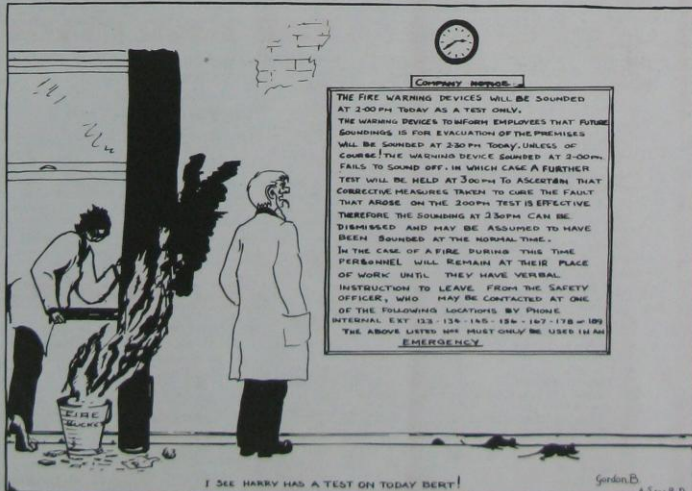
½ lb plain wholemeal flour
½ lb soft brown sugar
½ lb ground rice
½ lb ground almonds
6oz each currants, sultanas and butter
4oz chopped dates
1 teaspoon bicarbonate of soda
½ pint milk

Method: Mix all dry ingredients together. Boil milk, add butter (cut in small pieces). When melted add the dry mix in one go, mixing well. Put into greased and lined 8 inch tin. Bake at Mark 2 or 300°F for around 2 hours.

Lincolnshire Faggots

1lb pig's liver
½ lb fat bacon
1 onion
1 lb soaked white bread
Seasoning
1 teaspoon mixed herbs
Apron fat (from butchers)

Method: Mince lightly poached liver and bacon, mince onion, add seasoning and well drained previously soaked bread. Whisk with fork to break up any lumps. Cut 4 inch squares of apron fat and place small amount of liver mix and completely enclose with fat. Place joints downwards in meat tin. Cook at 375°F for ½ hour. Serve cold or reheated with mashed potatoes.



I SEE HARRY HAD A TEST ON TODAY BERT!

Gordon B
A 3/11/80

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Sports and social club round up

ATHLETICS - Sports day results

The Annual Sports Day, held at the club sports ground at Featherby Road, Gillingham, again attracted a large and enthusiastic crowd despite the vagaries of the weather.

The Management Trophy was won by ADD with 87 points and CMS runners up on 79 points. The Victor Ludorum Cup was won by G. Gallagher of ADD.

Individual Winners were:-

Veteran's Handicap

(1) Day, ISD; (2) L. Murphy, ADD; (3) Farrell, IND.

1500 Metres Invitation

(1) D. Brechin, (2) G. Saker, (3) R. Henderson.

1500 metres Walk

(1) E. Broad, ATE; (2) M. Jury, IND; (3) Seymour, MAS.

1500 metres Mens Final

(1) M. Martin, CMS; (2) E. Broad, ATE; (3) M. Jury, IND.

800 metres Mens Final

(1) M. Martin, CMS; (2) Weller, ATE; (3) E. Broad, ATE.

400 metres Mens Final

(1) Howie, ATE; (2) White, AS & R; (3) Merry, FARL.

200 metres Mens Final

(1) M. Butler, FCD; (2) G. Gallagher, ADD; (3) R. Smith, AS & R.

4 x 100 Gents Relay

(1) ADD, (2) PSD, (3) MAV.

4 x 100 Womens Relay

(1) CMS, (2) IND, (3) ADD.

100 metres Womens Final

(1) L. Mitchell, ADD; (2) MacCabe, MAS; (3) Franklin, MAS.

100 metres Mens Final

(1) M. Butler, FCD; (2) I. Woodward, ADD; (3) R. Smith, AS & R.

Discus - women

(1) A. Heath, MAV; (2) J. Hodge, CMS; (3) D. Firth, ADD.

Shot - women

(1) D. Firth, ADD; (2) A. Heath, MAV; (3) J. Hodge, CMS.

Javelin - women

(1) S. Hodge, CMS; (2) D. Firth, ADD; (3) J. Bowen, IND.

High jump - women

(1) J. Franklin, MAS; (2) F. Hay, CMS; (3) J. MacCabe, MAS.

Long jump - women

(1) J. Franklin, MAS; (2) F. Hay, CMS; (3) L. Mitchell, ADD.

Tug-of-war

(1) CQD, (2) CMS, (3) ATE and MAS.

High jump - men

(1) R. Smith, AS & R; (2) G. Gallagher, ADD; (3) G. Loverty, CQD.

Long jump - men

(1) G. Gallagher, ADD; (2) R. Smith, AS & R; (3) M. Chapman, ATE.

Javelin - men

(1) A. Peak, PSD, (2) M.A. Corbishley, ISD; (3) B. Brown, IND.

Shot - men

(1) G. Gallagher, ADD; (2) D. Thorndick, CQD; (3) C. Thomson, CMS.

Discus - men

(1) C. Thomson, CMS; (2) M. Chapman, ATE; (3) D. Thorndick, CQD.

ATHLETICS

The season just finished has been a successful one for the members of Elliott Athletic Club. Competing in Division 3 they finished 5th behind Bognor, Brighton B, Shaftesbury B and Fareham, but also gained promotion to Division 2.

In the new environment of competition in Division 2, they will meet their local rivals MEDWAY, who were one position above the relegation zone.

Programme Forecast

Date	Fixture	Venue
Sept 22	C.C. relay 6 x 2%	Blackheath
22	Weekend training camp	
30	London Transport & LBA 4 x 2% road relay	Kingsbury
Oct 6	C.C. relay	Ealing
13	Faversham 5 mile	Faversham
20	Richmond Pk. road race & club run	Dartford
27	Unigate marathon	Harlow
27	Kent league 1st round colts & boys	Mote Park
27	Met. Police club match	
Nov 3	Religate relays	
4	Kent County Championship colts, boys & vets	
4	Mike Sully	

MARCONI AVIONICS' GIRL PUTS BUSINESS FIRST - IN ATHLETICS

Nuffield Cup Win was a come-back for Lindsay Mitchell.

At the City Charities Athletics Event at Crystal Palace held on 18 July 1979, Lindsay Mitchell, 17, a member of the Marconi Avionics' A.C. Team tipped the balance in the crucial 4 x 100 metres relay to win the Nuffield Ladies Cup for London Business Houses.

For Lindsay this success was at once a break-through and a comeback. The event was her first competition since undergoing extensive knee surgery just before Christmas. It was also her first ever competition as a senior athlete. Having been previously ranked seventh in England's 100 metre runners, last year in the intermediate group, this represents an outstanding start to her career as a senior.

Lindsay went to Crystal Palace with the Marconi Avionics Athletics Club team, the largest of the London Business Houses teams present. All the other members of the team were men and Lindsay distinguished herself by returning to Medway with the magnificent Nuffield Trophy.

At present she is an Office Junior in the Marconi Avionics' Airborne Display Division, a career which started one year ago on leaving Westlands School, Sittingbourne. Lindsay, who lives in Uphurch, Sittingbourne, likes working in the Division's new Corsair Building at Airport Works, Rochester, where she hopes to become a Secretary. At the same time she would like to train to become an international class athlete. In this she will receive every encouragement from Marconi Athletics A.C. Team Manager, Ian Murphy, and from her father Brian, himself an ex-Kent and Southern Counties Decathlete, who is her coach.



Lindsay Mitchell with the Nuffield Ladies Cup.

FOR YOUR DIARY

Company Sponsored - 'Year of the Child'
CAROL FESTIVAL
 Rochester Cathedral
 Wednesday 19 December 1979

Can you sing? - We want to form our own choir for this occasion.
 Mime? - Groups for off beat music.

If you would like to help, in any way (if only by intending to be present) or know anyone who might help, please contact MR. M.V. NEEDHAM, Floor 4 Tower 1 or the Editor, who will put you in touch. Any ideas will be thankfully received.

MUSIC IN THE CLUB-HOUSE

Dancing takes place, each Saturday evening at the club-house, Featherby Road, Gillingham, and for your pleasure the following will provide the music:

SEPTEMBER	OCTOBER
22 Thyme	6 Happy Daze
29 Aura	13 Arizona
	20 Bonafide
	27 Stanton Band

BETTER TO HAVE PLAYED THE GAME!

Now that the football season has started up again, and the rivalries revived, with the ultimate cry of "Up for the Cup", it is good to remind ourselves that many people just "play the game".

A special award was presented to the Kimberley-Clark Medway Sunday League team for 1977-78 season. Finishing at the bottom of the league table, with only one win to their credit, their record attracted the officials of the League. On investigation they found that Kimberley-Clark had always played a full team and never missed a match, even though success eluded them, and all their opponents spoke of the enthusiasm and dedication with which they played.

As a result, the League presented the team with a special 'Award for Sportsmanship' "It matters not whether you win or lose, but how you played the game!"

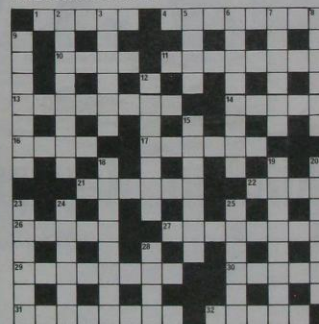
65 CLUB

The activity in August for the members of the 65 Club was an entertainment by the "Hawaiian Serenaders". This was greatly appreciated, especially the dancing troupe complete with garlands and grass skirts.

During the evening congratulations were conveyed to the following couples on celebrating their wedding anniversaries during August:

Mr. & Mrs. Harvey,	54 yrs.	Mr. & Mrs. W. Rhodes,	50 yrs.
Mr. & Mrs. Lower,	51 yrs.	Mr. & Mrs. Evans,	49 yrs.
Mr. & Mrs. Ware,	50 yrs.	Mr. & Mrs. Skinner,	41 yrs.
Mr. & Mrs. Burge,	50 yrs.		

CROSSWORD No. 18



ACROSS

- Bed of Reeds (5)
- In a rough and ready way (8)
- Assistance (4)
- A gill and pint maybe (8)
- Part of a church (8)
- The light fantastic (5)
- Base of neck (4)
- Tharing around the sun (6)
- It goes with stress (6)
- A horsey game (4)
- The way to go as prepared (5)
- It could be a deliberate mis (8)
- Knowledge with a way (8)
- Many chickens, after hatching (5)
- Expedition? No, get it quick (8)
- Note in the bucket (5)

DOWN

- The Germans drink it, with delight (8)
- Join in, in turn (6)
- An emblem of Wales (4)
- A town of grief and joy (8)
- Circulate around after ironing (6)
- Dealer in leg wear (6)
- A typist means of now (7)
- A species or on its own (7)
- A Frenchie in haste (7)
- A patch of strength to cement (5, 3)
- Does not always pay to read it (4, 4)
- A fun to some, sorrow to victim (3, 4)
- This gives away his origin (6)
- A Round Suede (6)
- Assistance makes it possible (6)
- Sir John on horseback? (4)

For amusement only.

SOLUTION TO CROSSWORD No. 17

ACROSS

1 Poach, 4 Eggs, 10 Angel, 11 Small Beer, 12 They, 13 Nero, 14 Sites, 16 Ottoman, 17 Forfait, 18 Summers, 21 Hyaline, 23 Eight, 24 Core, 25 Char, 27 Clientele, 28 Marti, 29 Speed, 30 Post.

DOWN

1 Pigment, 2 Able, 3 Has been, 5 Gulf stream, 6 Scarcely, 7 Parts of speech, 8 Ran off, 9 Crush the fruit, 10 Impartance, 19 Mangles, 20 Succeed, 21 Harlem, 22 Inherit, 26 Ammo.

Photographs taken by the Staff Photographers will be acknowledged in the following way: (A) Alan Keats, (B) Susan Ruddelston (C) Linda Jones (D) Tim Murray.

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

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