

MARCONI AVIONICS NEWS

House Journal of Marconi Avionics Limited

MOTTO FOR THE MONTH

"A fault once denied is twice committed."



MARCONI HELPS TO FOSTER

RAFA gets together with British export leaders at Japanese Air Show

During the last Japanese Aerospace Show held at Iruma, near Tokyo, last November, the Air Attache, Group Captain A. Remus, made arrangements for the resident members of the Royal Air Force Association and their wives and friends to visit the stand of Marconi Avionics Limited (a GEC—Marconi Electronics Company). Marconi Avionics, a big export winner in airborne electronic systems, regularly exhibits in Japan in support of its world-wide marketing operations.

A party of more than 30 visited and were greeted by Mr. F.J. Crewe, Sales Manager of the Company's Maritime Aircraft Systems Division at Rochester, Kent. Mr. Crewe, himself a member of the RAFA, presented a piece of engraved silver, on behalf of the Company to the Tokyo Branch Resident, Flt. Lt. G.F.A. Sadler, MBE, RAF.



Mr. F.J. Crewe making the presentation. During World War 2 Freddie Crewe flew Hurricanes and Spitfires and was one of the youngest pilots to take part in the Russian campaign.

FLYING TRAINING SCHEME

The scheme which the Company endorses to encourage suitable individuals to become qualified as pilots, is run in conjunction with the Headcorn Flying Club, who provide the instruction as well as maintaining a fleet of light aircraft at the airfield.

There is a trophy, known as the Houston Cup presented by Caledonian Airways, which is given for a particularly outstanding achievement in connection with the Flying Scheme. However, a new trophy has now been added for award to the 'most outstanding pupil of the year' and which is generously donated by the Headcorn Flying Club.

The initial winner is George Drury, of ATE Engineering (Gads Hill) who, in his first year in the scheme, succeeded in attaining a standard in

28 hours which is scheduled as a 40 hour flying course. This covers cross country and general flying. The cup, with a replica, was presented to George in a recent ceremony and our photographs show him at the controls with the cup, with his instructor and alongside the aircraft.

He is now training for an endorsement in night flying. George has been with the Company for 3½ years and was previously with Avery Scales, as an Electronic Engineer. He has served in the RAF as a Radar Fitter (Airborne Equipment).

The comment from his instructor is that George is very enthusiastic and adaptable. A very fine chap, with a deep interest in flying and the Flying Scheme.



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DO YOU KNOW?

RODENTS

When we think of rodents, our thoughts generally centre on rats and mice. The sight of either will cause shudders and fear in many people and we are all well aware of the assumption that a female has only to see a mouse in the vicinity to cause her to scream and jump on to the nearest chair.

There are however many other members of the species which are in the record books and are interesting to study.

LARGEST

The world's largest rodent is the Capybara, also called the Carpencho, which is found in tropical South America. It grows up to 4½ft in length (including tail) and can weigh up to 150lb.

SMALLEST

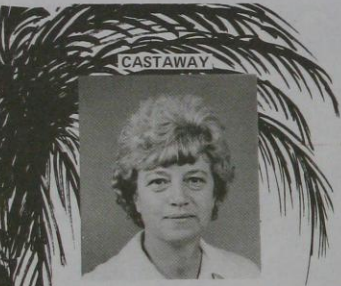
The smallest rodent is the Old World Harvest Mouse, of which the British form weighs between 0.15 and 0.36 of an ounce and measures up to 5.3in long, including its tail. This is to be seen on corn stalks during the harvesting, evading the combine harvester with great dexterity.

FURS

This most sort after female status symbol comes in for much criticism. Mainly because, in order to make a 'fur' into a garment, animals have to be killed. The fur coat is made up of a series of 'pelts' - the skins dried, cured and stretched and sewn together. The most valuable furs, as already marketed, are those of the mink-sable cross breed 'Mable' or 'Kojah', of which some selected pelts from the Piampiano Fur Ranch, Zion, Illinois, USA, realized \$2,700 (£1,124) per pelt in New York City on 26 February 1969.

Individual pelts of Sea Otter, sometimes known as Kamchatka Beaver, fetched up to \$2,700 (then £675) before they were protected in 1912.

The extremely rare solid white and solid black Chinchilla mutations have not yet been put on the market, but if done so would probably surpass all other furs in value.



CASTAWAY

This month, we isolate Jean Goulden with her records and books. Jean is the P.A., to the Chairman, Managing Director and Financial Director, and has been with the Company for 23 years. Before her present post, she saw service in various divisions including Swift and Swallow, FID, MAC, Accounts and Personnel.

Jean is married with three adult children aged 18, 21 and 24 and they have obviously helped to influence some of her choices.

Records

1. The best of Andy Williams - for sheer enjoyment.
2. Selection of Sing Something Simple with the Adams Singers - to remind me of quiet Sunday afternoons.
3. Theme from Romeo and Juliet by Tchaikovsky - because I like it.
4. Sound track from Oklahoma by Rogers - the first London show I ever saw.
5. Selection of Chopin, including Nocturne in E Flat and Waltz in C Sharp Minor - reminding me of my sister's skill in piano playing.
6. Latest selection of Top Twenty pop hits - having had to listen to them regularly, it would prevent nostalgia.

Books

1. Times Atlas - because I would love to know more about where places are situated.
2. E.S. Coffier's Complete Guide to the Art of Modern Cooking - always something to learn from this book.
3. Egon Ronay's Book of Restaurants/Pubs - to remind me what I could be missing.

A BIT OF OLD IRISH BLARNEY IRISH G.C.E. EXAMINATION 1973

1. Who won the second World War?
2. Who came second?
3. What is a silver dollar made of?
4. Explain Einstein's theory of Hydrodynamics or write your own name in block letters.
5. Spell the following: -
(a) cat (b) dog (c) parrot
6. What time is the News at Ten?
7. Approximately how many commandments was Moses given?
8. There have been six Kings of England called George, name the others.
9. Write down the numbers from one to ten (marks will be deducted for every one out of sequence).
10. Who invented Stevenson's rocket?
11. What instrument does Phil the Fluter play?
12. Do you understand Newtons Law of Gravity? (Answer Yes or No).
13. Of what Country is Dublin the Capital? (Candidates must not write on more than two sides of the paper).
14. Spot the deliberate mistake: - An apple a day gathers no moss.
15. Name the odd man out: - Shamus O'Toole, Mahatma Gandhi, Sean O'Flattery, Patrick Murphy.
16. Who is the odd man out: - Cardinal Hume, the Pope, Jack the Ripper, Archbishop of Canterbury?
17. Is a dunker
(a) a person who dips biscuits in his tea?
(b) a contraceptive?
(c) a lorry for motorway construction?
This question need not be answered by Roman Catholics.
18. Name the winning jockey of 1972 Greyhound Derby.
19. Who built the Great Pyramids - McAlpins? Wimpeys? Pharoahs? Thyssens?
20. In the 1971 Irish Sheepdog Trials, how many dogs were found guilty.

Anyone found copying will be awarded double marks for initiative.

OBITUARY

We regret to record the death of the following employees, and ex-employees. To the family of each one we send our sympathy and share in their sorrow.

James Smith Hardy, aged 56 years, died at his home after a long illness patiently borne. He began with the Company in April 1956 as a skilled fitter in Servo Division, then transferred to AS & R Division, where he remained until ill health overtook him.

John Henry Sollars, at the age of 66, died in hospital. John was educated at Cheltenham Central School, having a commercial education. He left in 1930 and for four years served in an Accountants Office. He joined the Royal Navy in November 1934, seeing service in Iceland, Australia, Ceylon and Malta. He completed his engagement in 1956, and worked for four years with a Civil Engineering Company in London. He came to Elliotts in November 1960 in Admin. and Costing. He retired in November 1980, when he was the Cost and Budget Officer in IND. He leaves a widow, to whom he was married for 41½ years and a son and daughter. He was an extremely popular man, and well known within the Company.

Edgar Henry Slater, aged 55 years, died in Gravesend Hospital on 21 April. He was a Security Guard, having started with the Company in February 1973.

APPRECIATION

We have received the following letter from the Blood Transfusion Service, with reference to the donor session held at the Works during April. The total amount of blood donated, was less than on previous visits, due to various causes. The last of the twice yearly visits takes place on 13-17 October both dates inclusive, and if you are not yet a donor, why not give it a try? You may never know the value of your gift, but you can be assured that recipients are deeply grateful to all blood donors, which enables the medical staff to work what can only be described, at times, as miraculous.

22.4.1980

"Dear Sister Gordon,

On behalf of the Blood Transfusion Service, I am writing to thank you most sincerely for your valuable assistance with our donor session held at Marconi Avionics last week.

We collected a combined total of 558 units of blood which was extremely useful to the hospital, and we are very grateful to all concerned for their support.

Once again, many many thanks.

Yours sincerely
Gloria Capocci
Assistant Donor Organizer, Blood Donor Unit,
Southern Group Laboratory.

ANNIVERSARY

We offer our congratulations and best wishes to Jean and Richard Moffat, who celebrated their Silver Wedding Anniversary on 16 April 1980. Jean is working on Stock Control in ISD.

GET THE BEST OUT OF LIFE

We need to feel more to understand others.

We need to love more to be loved back.

We need to cry more to cleanse ourselves.

We need to laugh more to enjoy ourselves.

We need to see more other than our own little fantasies.

We need to hear more and listen to the needs of others.

We need to give more and take less.

We need to share more and own less.

We need to look more

and realize that we are not so different from one another.

We need to create a world where

everyone can live peacefully the life they choose.

Susan Schutz.

The Principle of the Equidistribution of Misery

You may recall that God created Woman so that man could have a companion, and that they could go forth and multiply, or so the Bible says.

Not so!

In truth, the creation of woman is the first documented case of the Principle of Equidistribution of Misery. I say the first, but can't be certain - however, there has been no proven case of misery suffered by a single man. It therefore seems reasonable to assume that Adam, before the advent of Eve, was in a state of bliss.

Afterwards all was changed, Gone was the peaceful contemplation of nature, gone too the quiet evenings with a lemonade. Then the decline into temptation and the Fall from Grace was short and inevitable.

But it is wrong to attribute all the consequences of the expulsion from Paradise on a serpent, an apple and a knowledge of nakedness - they result from the remorseless application of the principle of the Equidistribution of Misery. The principle can be extended by the inclusion of its corollary - the Second Law of the Distribution of Misery: "Any action taken to transfer Misery will increase Aggravation". Aggravation being defined as:

Amount of Trouble caused to transfer Misery

Total Misery suffered

Is there nothing we can do to avoid the effects of these Universal Laws?

It is futile to ask such a question as it is to ask if God is human. Of course he isn't, but how we wish it had been His rib which was taken to make Woman, and how we wish it was He who had eaten the bloody apple!

From our sister magazine - "Hillend News."

MARRIAGE

On Saturday, 26 April at 4.00pm Christine Tolley (PSD Production - Clerk/Typist) will marry Gary Swain at the Church of St. Peter and St. Paul, Aylesford.

Christine, who is interested in playing squash, reading, bowling and swimming, received the good wishes of her friends and colleagues on this happy occasion.

Thank you

Colin and Carol Whitehead wish to thank all friends and colleagues for their get well messages, cards and visits, after their recent accident.

Both are now out of hospital, but convalescence will be long. There are so many enquiries it is impossible to reply to each individually, so please accept this as thanks and appreciation.



Ski jump inventor getting on famously at Marconi Avionics

Doug Taylor inventor of the famous 'ski jump', the means whereby SEA HARRIER jump jets will be able to carry higher payload loads, is settling in well with Marconi Avionics Limited, at Rochester, the Company he joined after his retirement from the Royal Navy. Douglas Richard Taylor MBE, M. Phil, C. Eng, MRAs, MI Mech E, who always likes to be referred to as Doug, is now a Consultant Engineer in the Company. He works in a small but select team on the innovations which help to secure important future business for his 10,500 Marconi Avionics colleagues in Kent, Hertfordshire, Essex and Somerset.

He served for 34 years as an Engineer in the Fleet Air Arm, retiring as a Lieutenant Commander last year. In an eventful career, he served in the aircraft carriers Ocean, Glory, Indomitable, Ark Royal, Eagle and Victorious, spent three years at the Boscombe Down flight test establishment and ended up in the Future Projects Section of the Aircraft Department of the Ministry of Defence (Navy).

He is, however, now famous for creating and urging into development the 'ski jump' method of short take-off, now fitted to the Royal Navy's latest aircraft-carrying cruisers. These are equipped with SEA HARRIER 'jump jets' aircraft which can take off vertically or after a short run along a deck. By conceiving the idea of angling the flight deck upwards at the bows of the ship, Doug Taylor provided the means for high loads of fuel and weapons to become airborne with a minimum take-off run.

It was not an easy matter in those days to get his ideas adopted. He thought of the idea in December 1969 and worked on it privately for several months before becoming convinced it would work. The rest of his time was spent in trying to convince others that it would do the job—a process which was to take nearly seven years. Things then happened faster, a decision to build was taken in April 1977, trials began in August 1978 and a demonstration was given at the Farnborough Air Show the same year. In October 1978 the Royal Navy decided to fit the system to the cruiser, including Invincible (now afloat and equipped) and, illustrious.

His invention has brought him financial reward and honours, but he needs further challenge in retiring from the Navy. He chose Marconi Avionics because the job he was offered appealed to him, because the Company is constantly pushing back the frontiers of advanced technology and because of its reputation for putting innovations successfully into production.

Doug Taylor commutes to Rochester each day by rail from Margate, where he lives with his wife Iris. His daughter Sally now works away from home and his son David is studying English and Music at Keele University. He recently had the honour of being invited to take lunch with Her Majesty Queen Elizabeth II, Prince Philip and Prince Andrew at Buckingham Palace.

Mr. D. Taylor.



NEW AVIONIC SYSTEMS FOR EUROPE STRESSED AT HANOVER AIR SHOW

Marconi Avionics growing involvement

Our Company, which has earned an international reputation as a successful supplier in the world market, is demonstrating at the Hanover Air Show the importance it places on its activities in Europe. It is featuring the latest kinds of advanced electronic systems, now being ordered by aircraft manufacturers and operators throughout the Continent.

Information is given on advanced systems, supplied for installation on European and American aircraft, and on the Company's participation in international collaborative programmes, such as TORNADO and AIRBUS. The exhibits cover:

AUTOMATIC FLIGHT CONTROL

- New 'intelligent' electronics, recently ordered for slat and flap control system of the latest version of the European AIRBUS, the A310. The system, the first of its kind to be based on microprocessors, was jointly proposed with Liebherr-Aerotechnik GmbH.
- New digital 'fly by wire' system, to be flight tested in a JAGUAR aircraft.
- Automatic Flight Control System for TORNADO. It comprises a duplex digital auto-pilot/flight director and

auto-throttle system, (produced in collaboration with Aeritalia Spa), and the triplex command stability augmentation ('fly by wire') system, (produced in collaboration with Bodenseewerk Gerätektechnik).

ENGINE AND FUEL MANAGEMENT

- Engine Supervisory Control system for the Rolls Royce RB. 211/535 engine, selected by British Airways and Eastern Airlines for their BOEING 757 airliner fleets. The new engine control, developed jointly with Lucas Aerospace, is one of the many highly successful microprocessor-based airborne systems which Marconi Avionics is currently supplying.
- Microprocessor-based true-mass fuel flowmeter ordered for BAe HAWK jet trainers of Finland and Indonesia.
- APT (automatic powerplant test and maintenance system), which is proving a cost-effective engine test method, for ADOUR engines of the JAGUAR, at RAF Coltishall and RAF Bruggen. APT systems are also part of TORNADO engine test facilities, the first of which is now being installed at RAF Cottesmore. APT will test in service the Turbo-Union RB 199 engines of British and Italian Tornados.

ADVANCED ELECTRONIC DISPLAYS

The Company is exhibiting its advanced HUDSIGHT equipment which is in large-scale production, together with two new developments it has pioneered.

- F-16 HUDSIGHT, chosen by General Dynamics for F-16 multi-role fighters, of the air forces of the United States, Norway, Holland, Belgium and Denmark. Under the important F-16 co-production agreement, HUDSIGHT manufacture is being shared with Kongsberg Vaapenfabrikk and Oldelft.
- New MONOHUDD, compact, fold-away head up display with the high field of view required for use as an airliner landing aid or for helicopters.
- Helmet-mounted sighting and display system, in which symbology is displayed to the pilot through a miniature optical system mounted in his own helmet.

PRECISION RATE GYROSCOPES

- The very successful GR-H4 sub-miniature precision rate gyroscope, supplied in quantity for the radar guidance system of the SKY FLASH air-to-air missile.
- The G1-G6 advanced rate-integrating gyroscope, which Marconi Avionics is to manufacture for sale to many European and other countries.
- Control Sensors Unit, incorporating 'strapdown' rate gyroscopes, to give comprehensive missile guidance information under severe environments.

Appointments

In view of the impending retirement of Mr. J.K. Harle, it is announced that Mr. R.G. Green will succeed him as Security Officer, reporting to Mr. D.W. Emmett.

Mrs. J. Goulden is appointed Personal Assistant to Dr. B.J. O'Kane, Mr. J.E. Pateman and Mr. D.C. Rickard as from 7 April 1980.

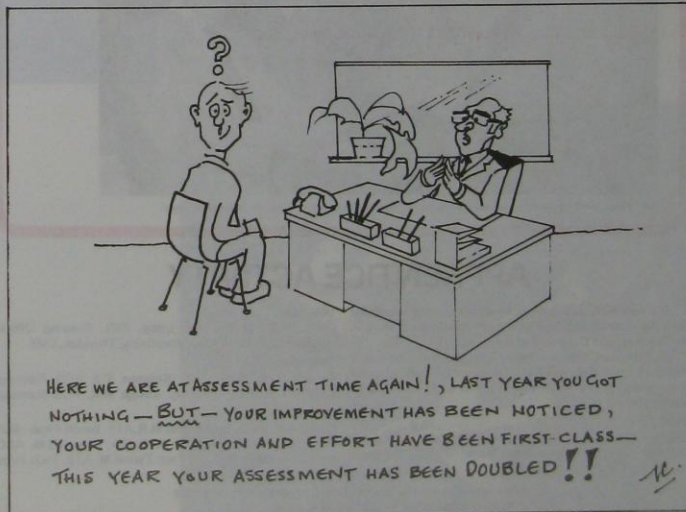
We have been informed of the appointment of Mr. B. H. Camp as Chief Engineer of Automatic Test Equipment Division with effect from 1 April, 1980.

Another Marconi visitor to the Palace

Among the visitors to Buckingham Palace during November 1979 was one of Marconi Avionics 5,000 employees.

John Lockyer, the Chief Librarian of the Technical Library and Information Service, also serves in his out of work hours as Officer Commanding the 2316 Sheppey ATC Squadron with the rank of Flight Lieutenant. In his capacity of Unit Commanding Officer he was selected as a Marshal for the presentation of the Duke of Edinburgh's Gold Awards presentation held on 19 November 1979.

The honour of serving as Marshal on this occasion was enhanced by the fact that one of those receiving the Gold Award Certificate was a member of his own Squadron.



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Michael White-Winchester is shown adding his signature to the Document.



One of the female apprentices, explaining to her parents details of a wired up board.



The family handle a typical work-piece, and are given details by an Instructor.



Paul Wyatt, with his parents, receives his copy of Agreement from Mr. G. Thomas, General Manager.

APPRENTICE AGREEMENT SIGNINGS

Starting out on life's journey necessitates having a career. Those who choose to work in our industry learn their trade and skills by taking on an apprenticeship.

To start with, this is as much a testing of the individual as it is for the Company, so a period of 'probation' is undergone to test compatibility and adaptability. When completed to satisfaction, the serious step of 'signing the Agreement' is performed which is a document of pledges and undertakings, parents and the apprentice, together with the Company are parties to it.

When gathered together, for the 'signings', there is an opportunity for parents to be shown around and the boys (or girls) can show evidence of their work, or discuss possibilities with Instructors and Training Officers. This is an eagerly looked forward to experience and we have captured pictures of families touring the Training School.

HASKETT TROPHY

Announcement by W.H. Alexander, Ass. Managing Director

There were only three entries for the Haskett Trophy this year and in the opinion of the adjudicating panel, although the entries submitted were of merit, they were not of the same standard of the winning entries of the previous two years.

In order to maintain the high standard for the trophy no award will be made this year.

In order to encourage the entries for the annual Haskett Trophy competition the Company have amended the competition rules as follows:

1. The annual prize is increased in value from £300 to £500.
2. A small sum will be paid to all qualifying entries to the competition.

The judgement as to whether an entry is of qualifying standard will be made by the Divisional Manager of the appropriate division.

The sum of £25 will be paid to each entrant up to a maximum of £100 for a team entry.

3. The eligibility is extended from Project Leader or equivalent to Project Manager or equivalent.

We hope these changes will stimulate competition and enable recognition to be made of engineering achievement.

APPRENTICE ACTIVITY

The following Apprentices have successfully completed their Agreements and have now been appointed to work in the Divisions and Departments indicated.

As they start their workaday lives, on their own, as it were, we trust they will find ample opportunity to apply the knowledge and skills passed on to them during their training period.

1980 April
Bingham, ISD, Quality Assurance; Hammond, FCD, Test; McClure, ATED, Engineering; Maul, ATED, Planning; Mayes, MASD, Drawing Office.

1980 May
Cole, ADD, Engineering; Little, PSD, Drawing Office; Randall, CMS; Sims, MAV, Ratefixing; Thurston, CMS.

1980 June
Alexander K. FCD, Test; Knaption T.J. FCD, Planning; Kybert T.W. FCD, Planning; Lovage M.K. FCD, Planning.

1980 July
Bailey D.C. FCD, Test; Bethel M.R. ATE, Bench Fitter; Burr I.D. ISD, T/A; Collier M.R. ATE, QA; Francis J.M. ADD Inspection; Shiel M. FCD, Test; Tyrrell M. ATE, Tech. Pubs.

We apologise for the lack of initials, which were not available to MAV News at the time of going to press.

MARCONI AVIONICS IN ACTION



SEA HARRIER

The Company accepted an invitation from the RNAS to exhibit a simple display board at Yeovilton on the occasion of the entry of Sea Harrier into service. Mr. D. Taylor represented the Company at the ceremony, as official representative.

Our Company supply the auto-pilot, stability augmentation system, fuel flowmeter and precision rate gyros.

The picture shows the Sea Harrier in flight.



THE TORNADO

Formerly known to the world as MRCA (Multi Role Combat Aircraft), it is a joint venture by European countries.

It carries some 17 electronic systems, some of which we make entirely, parts of others and some in which we have an interest in the design or interface.



MONO-HUD for use in civil airliners. The landing and safety aid showing the view ahead.



Group of 'HAWK' trainers in flight.

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Aladdin is a su



The warriors on parade.



The finale bouquets for the ladies.



What shall we do with him?



Harem dancers for the Emperor.



Princess Jasmin sings!



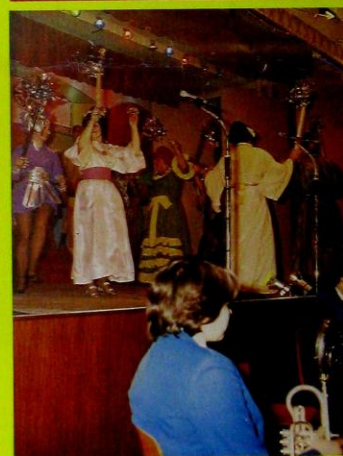
The Emperor receives his 'throne'.



Let's all dance - boys and girls together.



The 'Queen' of the castle with 'her' girls.



Let's all join in the merry-go-round.



Sue Chapman as Aladdin, among the audience. (photo by courtesy of Chatham News)

The annual pantomime presentation by members of the Social Club Management Committee, took place in the canteen on six nights during 20-22 and 27-29 March. On each occasion, a total of 400 senior citizens from the Medway District, with some disabled people too, enjoyed the comedy contained within the Elliott version of the age old legendary 'Aladdin'.

Compered by Tom Crooks, in his own inimitable style and encouraged by the selection of music played by the Elliott Concert Brass Band, under the baton of Bill Skinner, the audiences entered into the real spirit of fun and entertainment. On arrival at the canteen, the visitors were offered a sherry and during the interval light refreshments were supplied, members of the cast acting as waiters.

The cast

Aladdin	Sue Chapman
Princess Jasmin	Anne Jeffrey
Widow Twankey	Bert Snowwell
Emperor	Ken Hyde
Vizier	Jim Collins
Madame Pea	Ken Castle
Soldiers	Roy Papworth
Fairies	Jack Guilan
Sand dancers	Ralph Jeffrey
Flunkeys	Sid Randall
	Jim Crick
Genie	Dave Boniface
Lady-in-waiting	John Hammond
	Norma Guilan

Aladdin Success

This event is greatly appreciated as can be judged by the large number of appreciative letters sent to the local press. On the final night the audience included His Worship the Mayor of Gillingham and his Mayoress as official guests.

A new departure this year took place on Monday, 31 March, when the show was presented to a paying adult audience in aid of the Medway Wisdom Hospice Appeal which raised £300 for this great cause. This presentation has been highly commented upon, and the talents displayed by members of the Company has been a source of delight and appreciation within the Works. Can we expect this 'encore' to be an annual finale? Sue Ruddlesden was the photographer.

Harem dancers	Val Pozzoli Lynne Taylor Ivy Redgwell Eileen Papworth
Pianist Comper	Bert Robbins Tom Crooks
Stage Manager Scenery	Ralph Tappenden John Lusted

The Elliott Concert Brass Band –
Musical Director Bill Skinner



"Will you be my Royal launderer?"



The genie on cue.



The grand Vizier.



The 'harem' dance.



The Mayor and Mayoress of Gillingham at the performance.



Aladdin forgiven.



Another section of the audience.



Ladies in the audience.



A section of the Elliott Concert Brass Band.



Some disabled friends enjoying the fun.

HOBBIES

A craft course attended in Wales five years ago, demonstrating the application of enamel onto copper, sparked off the idea of using enamels (which are ground glass, not paint) for the colouring of ceramics.

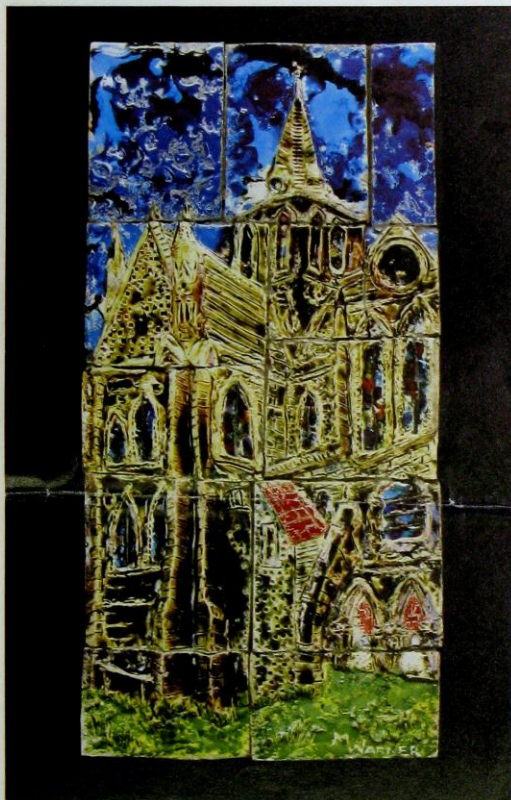
Maurice Warner, a Design Engineer in MASD, has found that centuries-old technique of using dry enamels for the enhancement of silver or copper can be modified and utilized in lieu of the traditional (wet) method of glazing used for clay objects. This allows the freedom of expression associated with clay combined with a colour spectrum rarely seen in this medium.

After initial 'bisquit' firing of the clay, enamels are fired on at 950° - 1100°C and cooled rapidly. The size of individual pieces of clay is restricted because such intense heat for a short duration is impractical in a large kiln, but this does not inhibit

the overall size of the finished item as the pieces are used as 'tiles' and built up into whatever final shape or presentation is required.

Working from his own sketches Maurice has created various plaques including a stylized cathedral (based on Rochester). The artist called upon his knowledge of 'heatsinking' in order to create the stained glass window effects. Polished copper strip was placed under pieces of coloured crystal glass to concentrate the heat for their localized melting.

Maurice is now experimenting with grotesque style figures, and attempting to produce a more three dimensional effect in his work.



Calling all radio HAMS

Amateur radio enthusiasts within the Company were organized into a Radio Club, which seems to have declined. Not because of any decrease in numbers or interest, but solely that members were too busy 'on the air' to get together. However, it is known that there are a large number of people interested in the hobby, and that contacts are made throughout the world.

Within the amateur radio circle, there is a delightful custom of sending confirmation of calls and contacts by means of a recognized QSL card. These are in various designs and some operators go to great lengths to design a card exclusive to themselves. Marconi Avionics realizing the need of this system has produced a QSL card, as reproduced here, which is freely available to anyone who cares to ask for a supply, at no charge.

For your supply contact: Bill Wilson (G3YAK)
Training Supervisors
Office,
Airport Works,
Rochester, (int. 436).

Marconi Avionics supply the world's widest range of avionic products and systems installed in over 150 currently operational aircraft types.

MARCONI
AVIONICS

"Serving World Aviation"

TO

Confirming QSO at _____ Int. GMT. on _____ / _____ / 19__

Your CW/SB/AM/FM Signals were RST _____ on _____ MHz

My Tx _____ Input _____ Watts, Rr _____

Ant _____ Pwr-Txk QSL direct via BUREAU

Remarks _____

79

Smile Awhile



"I've got it, we'll do the hunchfront of Notre Dame!"

25 YEARS' SERVICE



Bill Masters with Mr. J.C. Spinks who presented the clock as a memento of 25 years.

Bill Masters is the first of the new Division—CACD to become a member of the LSA. His 25 years' award of a clock was presented to him by Mr. John Spinks the Divisional Manager. After serving in the Royal Navy for 7½ years, he joined the Company in Aero-Accessories Division, under Peter White, Chief Inspector. The Division transferred to Lewisham and Bill joined MAC as Inspector in the Model Shop, under Mr. Joe Rose, and continued in this capacity when the amalgamation formed FCD. A valuable member of the Model Shop team, he likes to 'get on with the job'. A keen cricket supporter, his views on how to improve the quality of English cricketers are available to all who care to listen. Bill has now been promoted to Leading Hand Model Shop Inspector.



Ian Dougall with Mr. A.J. Harrison (A).

Another familiar face among the personnel of the Company has had his loyalty rewarded by receiving his chosen gift to mark the completion of 25 years' unbroken service. Ian Dougall, came to Rochester in 1967 as the Company Chief Estimator, under Mr. A.J. Harrison. His industrial life began with an apprenticeship from 1939 to 1945 with AEC of Southall, becoming a Toolmaker. From 1945-1948 a period in the RAF Technical Training Command sowed the seed for passing on knowledge and expertise. Leaving the RAF he joined BSP of Edgware (London) as a Sub-Contract Draughtsman dealing with tooling, engine work, aircraft and automobiles. During this period, in 1953 he married his wife Betty who has since shared the changes with him. In 1955 he took up a position with Elliotts at Borehamwood in the Commercial Computing Division, then in CW and Airborne Computing, from whence he came to Rochester. A family man, he has a 29 year old son and 21 year old daughter; he lives at Maidstone from where he commutes daily. He enjoys dancing, and walking, and is a useful ally for his wife in her activities of organizing and performing tasks for the welfare of older people.

APPRECIATION

The Company, and especially ADD, have lost a very valuable friend in the departure for home in the USA, of John Pierce.

John has been the Vought Representative within the Division for over five years. During his stay, he became completely anglicised, even to the extent that he became converted to 'English long Johns' in place of Texan underpants! (Who said necessity was the mother of invention?). He also adopted an oldie English life style, by residing and taking victuals in Allington Castle.

With his family, he has been fully involved in the Company social activities and for one year the success of his son helped the Division to secure the Athletics Cup. Meanwhile all the family have been spotted, in the early hours of the morning, jogging along the Kent country lanes.

John Pierce, played a big part in organizing the Vought presentation on the opening of the Corsair building. In presenting him with a framed picture of Rochester Cathedral, the thanks of the Company and its many employees in ADD are conveyed, with the hope that he may remember kindly his years at Rochester and the host of personal friends within the Division.



John Pierce with Mr. Calwell.

Experiment in personal development

One may legitimately ask what have hill-climbing and pot-holing to do with the work of a Marconi Electronic Technician? At first sight very little. We employ our technicians to assist in design, plan production operations, test equipment and so on — not to navigate themselves around the hills, endure the rigours of pot-holing or to build cranes to transport themselves across rivers.

The Training Department recognizes that its training programmes for young people are primarily devoted to the development of technical skills. Hence the many other aspects of the individual — his social skills, reliability, self-confidence, ability to organize himself — are not being consciously developed. It was with these needs in mind that we decided to take an experimental group right away from its technical surroundings so that trainees and training staff could concentrate on developing these non-technical skills.

Two cottages in the North Yorkshire Dales provided a suitable different training setting — out party of fourteen first year Apprentice Technicians arrived there for an evening meal — which they had to prepare — at 5pm on Tuesday 8 April. Wednesday was devoted to planning and communication skills and the trainees in two teams were required to design, plan and specify either a swinging derrick or a short hill walking route which the other team had to implement. On Thursday we examined the 'adult world' — its opportunities, confusions and frustrations — with an exercise in which the trainees played roles as workers, middle managers or top managers. Thursday afternoon saw us all squirming feet-first, head-first and often waist-deep in water down a pot-hole. We didn't try to specify a work-related objective for this one — we simply thought that personal resolve and confidence might be enhanced by doing something totally unknown and possibly a bit beyond us. Whatever we gained there were a lot more smiles when we came out than when we went in!

The main exercise of the course took place on Friday with four teams of trainees following a six mile route over rough terrain. This was no country ramble — in addition to interpreting the instructions, planning the route and time-scale, and navigating over ground vastly different from that of the Madway area, the trainees were required to cope with three set piece exercises one of which was erecting and crossing an aerial ropeway.



Planning for orienteering (left to right) Paul Giles, Ben Brooks, Dale Broadbent.

Results of the course? Very difficult to quantify. We certainly opened a lot of 'doors' and caused our trainees to explore social issues at a much earlier stage than would normally be the case. We didn't attempt to provide all the answers — they will emerge we hope during the remainder of these young peoples' training within the adult world of work in Divisions. One result was quite clear — fatigue.

Your correspondent's car load of trainees fell asleep at Catterick and only woke up at Newport Pagnall on the return trip.

Our thanks for assistance go to Richard Bateman, our local Industrial Chaplain, for designing and managing the programme, the Swaledale Fell Rescue Organization for arranging the orienteering exercise and of course to the apprentices who took part in the experiment.

P. Barnaba, R. Brittain, D. Broadbent, S. Brooks, K. Bullock, D. Carey, N. Carter, K. Clark, A. Clifton, S. Cross, G. Ghost, P. Giles, P. Goodchild and A.M. Pack.



A tricky production problem with the swinging derrick (left to right) Anne-Marie Pack, Stan Cross, Sian Clark.



Swinging derrick - pre trials check.



Swinging derrick - commissioning.

WHERE ARE THEY NOW?

When FCD (the old larger division) held a successful buffet dance at the club-house, Featherby Road, Gillingham, on Friday 11 April, there were many old and new friends present.

Among the guests was Alf Cox, formerly Superintendent until his retirement nearly two years ago, who was noticed 'tripping the light fantastic' with much zest and enjoyment. Retirement seems to suit him for we learn he is determined not to return to work! During his retirement he has acquired the respect and esteem of his neighbours and friends by the use of his help and assistance which he gives. He can be seen cutting lawns, tidying up gardens, and generally assisting aged and infirm neighbours besides helping people out by indulging in his great hobby and delight, that of repairing and tuning up cars. He looks set for a long and worthwhile retirement.

A FACT OR FICTION

Everyone is familiar with the story of George Washington and the cherry tree, even if other American historical items are unknown.

It is said that young George was given an axe, with which he chopped down his father's prized cherry tree! When confronted, George declared that he could not tell a lie, he had indeed felled the tree. The story vouches for the scrupulous honesty of America's first President, although, since he was caught almost red handed, some cynics have remarked that he could hardly have denied it. However, very little is known of Washington's boyhood and the tale seems to be no more than a fictitious anecdote.

First related after Washington's death in a biography of him by Mason Locke Weems, known as Parson Weems, the Parson said he had heard the story some 20 years before from an aged lady who was a distant relative of Washington. Weems was an imaginative writer who placed little store on historical accuracy, as when he invented a story of a treaty between William Penn (founder of Pennsylvania), Indians and Settlers complete with quotations.

He also was wont to describe himself as a 'former rector of Mount Vernon Parish' — which never existed.

Even Weems never said Washington chopped down the cherry tree — as according to him, George merely damaged it so badly that it died. As all this is supposed to have happened when George was just six years old, it makes belief in this extract from Weems's hard to accept.

"I can't tell a lie, Pa, you know I can't tell a lie. I did cut it down with my hatchet."

"Run to my arms, you dearest boy!" cried his father transported "run to my arms, glad I am, George that you killed my tree, for you have paid me for it a thousand fold. Such an act of heroism in my son is more worth than a thousand trees, though blossomed in silver and their fruits of purest gold."

(q.v. M.L. Weems — Life of George Washington, 10th Edition 1810).

Chatham in Days Gone By

"Nor, Chatham, though it is not thine to show
The lofty forest or the verdant lawns,
Yet niggard silence shall not grudge thee praise,
The lofty forest, by thy sons prepared,
Becomes the warlike navy, braves the floods."

The modern history of Chatham seems to have not only overshadowed, but almost entirely obliterated, its ancient story. Nevertheless the place had an importance in early times, owing, no doubt, to its strategic position overlooking the windings of the Medway; and many relics of Roman occupation discovered in clearing the site of the existing buildings show that it must have been a tolerably populous place in olden times. Indeed the name itself indicates as much, for 'CHATHAM' is derived from the Saxon *Ceteham* or *Cartham*, a place of cottages or houses. In the days of Edward the Confessor the Manor was owned by Godwin, Earl of Kent, after whose death it was inherited by Harold. After the battle of Hastings, of course, there was naturally a considerable re-arrangement of properties, and the Manor of Chatham was taken possession of by William the Conqueror himself, who gave it to Odo, Bishop of Bayeux. This belligerent ecclesiastic was eventually packed off back to France, and since then, up to 1766, when the great William Pitt became Earl of Chatham, the town has been identified with many historic names. However, its early history seems to have been mostly connected with ecclesiastical affairs, the shrine of Our Lady having been a famous resort of pilgrims. As in so many other places throughout the land there was at Chatham the inevitable Lepers' Hospital, an institution the existence of which in so many places through a not very pleasant light on the sanitary condition of our venerable Saxon ancestors. Chatham seems to have suffered, with Rochester, from Danish raids in early times, and these, with occasional conflagrations and epidemics, seem to have kept the population within manageable limits and to have supplied the citizens with as much excitement as an average community might be expected to need. The threatened invasion of the Spanish Armada, however, caused a rather unusual sensation, and in point of fact was the occasion from which the whole modern history of Chatham evolved. Elizabeth, determined to prepare a hospitable reception for the Spaniards, founded the original dockyard here on what is known as the Ordnance Wharf. The town itself was founded by Charles II., after the Dutch War, but although it has from the beginning depended largely on its naval and military establishments, there has during recent years sprung up a vigorous municipal life and a flourishing general trade. Among the notable events in its history one of the most memorable was the visit of the Dutch under Dr. Ruyter, in 1667, when a considerable amount of damage was done to the shipping in the Medway. From the time of Elizabeth up to the present there have been repeated additions and improvements to the defensive works, and to the dockyards, barracks, hospitals, and other establishments, and Chatham has had a large share of royal notice in various ways. One of the most interesting royal visits was that made by Her present Majesty to solace the wounded soldiers invalided home after the Russian War. The architectural and other interests of the town were, however, largely subordinated to the exigencies of the public services, and Chatham and its suburbs until quite recently had anything but a high reputation for cleanliness or architectural beauty. The houses were irregular, and so were the streets, and the civil authorities were powerless to carry out improvements demanded by an advanced civilization. The result was that local and other writers in prose and poetry expended a good deal of valuable talent in ridiculing the architectural and sanitary defects of the town. Great improvements have latterly taken place in these matters, and Chatham now shows a vigorous progressive spirit that augurs well for the future. Even in its unrefined state, however, it can boast of having given inspiration to Charles Dickens, who received his early education here, and whose affection for the locality is attested by his having spent the last years of his life within a few miles of the town.



OFFICERS' QUARTERS
(From Poulton's Artistic Series.)

Indeed Chatham seems to have been exceptionally fertile in inspiration, to quote from the wealth of poetic and legendary literature associated with its walls. Not to mention the many traditions of the Quarry, the Coal-Hole Club, the George Alehouse, etc., there is a rich profusion of sentimental poetry for which the naval and military services seem to have a special gift. The 'Chatham Tragedy', describing the adventures of the loving sailor whose ghost returns to upbraid the faithless Mary Fletcher, is typical of this class of poetry, and the adventures of *Jack Munro* are equally spirit stirring, as may be guessed from the opening lines:-

"In Chatham town there lived a worthy merchant man,
He had an only daughter, as you shall understand;
This lady she was courted by many a noble knight,
But there's none but Jack the sailor could gain her heart's delight."

However, these are poetic lapses from the stern, not to say grim, facts of every-day life; and so we will try to look modern Chatham straight in the face as it really is.

Modern Chatham

"And those scarce mortal arches,
Pile above pile of everlasting wall." - Byron.

CHATHAM, which was described by Camden as 'the best appointed Arsenal the sun ever saw', has become also a flourishing modern town, with all the schools, churches, business places, and general institutions belonging to a modern civil population. The borough includes *Gillingham, New Brompton, and Old Brompton*, and is supposed to have a population at present of about 80,000, which is rapidly increasing, principally owing to the growth of industry. *New Road, Military Road*, and other fine, broad and well-paved streets have done much to revolutionize the character of the place. Great improvements have also taken place in the lighting and drainage of the borough, which is now a very different place from what it was in the old coaching days, when High Street was nothing better than a long, narrow, badly paved lane of irregular houses. Of course the Dockyards and other naval and military establishments form the most prominent features; but, apart from these, Chatham and its vicinity have many features of interest to the visitor, some of which will be referred to here, and others of which will be described in detail further on.

THE ROYAL DOCKYARD

The original establishment of Elizabeth's time was on the Ordnance Wharf, and was of comparatively insignificant dimensions compared with the present works, which now possess a total river frontage of about three miles. Important additions were made to these yards in the reigns of James I., Charles I., and Charles II., and again towards the close of the last century; and, indeed, we may say that their resources are being perfected year by year up to the present time. The slips and docks for making, equipping and repairing battle ships of all sizes present a marvellous spectacle of human activity, perfectly bewildering to the novice. The colossal gates and caissons, with mighty hydraulic and other machinery, the vast chaos of ships in every stage of construction, and the multitudes of busy artisans swarming like ants over the sides and decks and in the iron entrails of these huge vessels, giving an impression that is not likely to fade from the memory for some time. It is satisfactory to know, however, that this 'mighty maze' is 'not without a plan', and that, in fact, anarchical as it all seems at first sight, the most perfect organization prevails throughout, every act being regulated by the strictest discipline. One of the wet docks here is the largest tidal basin in England. Close by, the immense store houses are crammed with material, ropes, cables etc., all regularly stored away and available for use at a moment's notice. In the long range of buildings known as the *Rope House*, ropes and cables up to two feet in girth are being turned out, and the spacious *Sail Lofts* are also worthy of notice. The *Saw Mills*, erected by the elder Brunel, contain a powerful equipment of remarkable machinery, and the *Smiths' Workshops* with gigantic forge tackle, steam hammers, and forty large forges at work, is a veritable Vulcan's den, turning out anchors of all sizes; while among the other notable departments are the *Block Factory, Rolling Mills, Engine House, and Engineers' Shops* for making copper bolts, etc. The *Mould Loft* is a special department, forming the scientific laboratory of the works. Here the draughts-

men are employed, and the full-sized sections of the vessels are accurately 'laid off' so as to facilitate the constructive work in the yards. The yard is in fact a little colony or kingdom itself, and has even its own *Dockyard Chapel*, so that it is quite independent of external aid.



ST. BARTHOLOMEW'S HOSPITAL
(From Poulton's Artistic Series.)

CHATHAM LINES

The famous Chatham Lines were commenced in 1758 to protect the dockyard on the occasion of the threatened French invasion. They were subsequently strengthened at frequent intervals, being designed to command the whole valley of the Medway and to form a powerful flank protection to London. The numerous citadels, trenches, mounds, counterscarps, etc., forming the Chatham Lines, have therefore little more than a historic interest to the strategist, but they are well calculated to impress the civilian with the ingenuity of military engineers. Among the buildings for military purposes one of the handsomest is the *Brompton Barracks*, occupied by the Royal Engineers; and, close by, are the *Gymnasium* and the *Garrison Recreation Grounds*, the latter containing the *Observatory* of the Royal School of Military Engineering. There are many churches and institutes devoted to the uses of soldiers, seamen, marines, artisans etc., the *Soldiers' Institute*, with smoking, coffee and billiard rooms, library and lecture hall, the *Soldiers' Home*, the *Soldiers' and Seaman's Home*, the *Garrison Church*, and close to the latter is the *Officer's Recreation Ground*, where military bands discourse sweet music on summer evenings. The *Museum* is also of considerable interest, with its many souvenirs of wars by sea and land, its relics of the Royal George, its grim collection of human skulls, and its ingenious ambulances and other appliances.

CIVIL INSTITUTIONS

From the nineteenth century commercial point of view the *Stations of the London, Chatham and Dover*, and the *South Eastern Railways* form one of the most important features of modern Chatham, as on the perfection of communication with the outside world depend so largely the progress and prosperity of the town. The facilities of water communication by the Medway are also of great importance; both for trade and pleasure, the trips of the *Medway Steam Packet Company's* vessels from the *Sun Pier* forming a most desirable addition to the resources of the place. In addition to this there are pleasure crafts of various kinds. Cabs and omnibuses are available, and visitors will find every convenience and accommodation in the many hotels of which the town can boast. Among the buildings of note in the borough, one of the most interesting is

ST. MARY'S CHURCH

which dates back to very early times, although the present structure was to a large extent rebuilt in 1788, and a portion of it was added during the past few years. The interior contains several ancient monuments, and also the tomb of Stephen Borough the navigator. ST. JOHN'S CHURCH is also an interesting building, and ST. MICHAEL'S ROMAN CATHOLIC CHURCH in Ordnance Place deserves special mention. There are churches and chapels for almost every denomination, including *Methodists, Baptists, Bible Christians*, and the *Jewish Synagogue* in High Street. There was another building for religious purposes which attracted much attention, viz., the *Jezzeelites' Temple*, which was brought to an incomplete stage of construction at an enormous cost, after which the works were brought to a stop by domestic difficulties in the sect for whom it was being erected. This is now demolished.

To be continued.

NAMES TO FACES

This month we bring to your notice just a few of the initial contacts which visitors make on entering the Company premises.

The reception desks in: Towers, Main Hall, Gads Hill and New Road are now occupied by female staff. This is a comparatively recent innovation, having begun around November 1979, and is now well established.



Katie Luscombe, is presiding over the desk in New Road and formerly worked in a bank. She desired a change and came to Marconi in November 1979, and is delighted in being able to meet so many people.

Her chief interest at the moment is falling into the craze for jogging, which she does each day, and is convinced she is getting a benefit from the exertion.



Pat Pilbrow, at the Towers desk, is an employee of 5 years, having previously been in Personnel Records, until transferring to her present occupation.

Her outside interests are wide and varied and cover caravanning, walking, travel, reading, knitting, crochet and skiing.

Married for 24 years, she has a son in MASD QA.



Sue Wylie, is her companion in the Towers. She is in her first year with the Company, after being a full-time housewife and then training under the Government Scheme in office and secretarial work.

She too has a wide band of interests including cookery, sewing, pottery, drawing and painting, gardening, DIY and decorating. Her husband is working in ISO.



Brigitte Bowes, at Gads Hill also came to the Company in November 1979. Her previous employment was in a Solicitors' office, after 5 years she sought a change.

Another with a set of wide interests she lists gardening, cycling (for pleasure and exercise), cooking, camping, swimming, oil painting and reading love stories.



Hilda White, the Telephonist at New Road, is an 'old stager' by comparison, having been with the Company for 10 years of which six were spent at the main factory and four at New Road.

Once a Tracer, she joined the GPO and trained as a Telephonist.

A grandmother, she has two grandchildren (boy and girl) as well as her own son and daughter. She is married to an Officer of Customs and Excise based locally.

Leading a full and varied life she finds time for needlework (including patchwork), embroidery, tapestry, cooking, decorating, painting and gardening.

Kitchen Kapers

For those with little time to spare

CHEESE PUFFS

Light pasties with a filling of grated cheese.

Ingredients: ½lb flaky pastry Cheddar cheese
(can be obtained from the Paprika
freezer cabinet) 1 beaten egg

Method: Roll out the pastry and cut into 4 inch rounds. Sprinkle the tops with grated cheese mixed with a little paprika. Role the edges towards the centre and pinch seal. Brush with beaten egg and bake for 20 minutes @ 425°F (gas mark 7).

CARROT AND RAISIN SALAD

An unusual combination that is easy to make and serve.

Ingredients: 2 large carrots
1/4 white or summer cabbage
2oz seedless raisins
small carton of soured cream
salt and pepper juice of 1 lemon

Method: Peel and grate the carrots and finely shred the cabbage. Mix with the raisins and season with salt and pepper. Coat with lemon juice. Spoon the salad into a container and add the cream just before serving.

CHESTER FINGERS

A Cheshire recipe, using almond-flavoured pastry spread with jam and topped with glaze icing.

Ingredients: 4oz butter
4oz sugar
2 eggs
6oz flour
½ teaspoon baking powder
4oz ground almonds
jam — strawberry, apricot or blackcurrant
glaze icing.

Method: Cream the butter and sugar, beat in the eggs, the flour sifted with baking powder and fold in the ground almonds. Roll out the dough and bake in a greased cake tin at 350°F (gas mark 4) for 30 minutes. Cut the cake into fingers while it is still warm; spread half the fingers with jam of choice, sandwich together with the remaining halves and top with glaze icing.

Fete Day

SATURDAY 21 JUNE 1980

FEATHERBY ROAD GROUND, GILLINGHAM

Opening — 2.00pm

OFFICIAL PROGRAMME

CENTRE ARENA ACTIVITY :

- 2.30 — Selections by Elliott Concert Brass Band Conductor — Bill Skinner.
- 2.50 — Fancy dress parade/competition.
- 3.05 — Ladies' egg and spoon race.
- 3.15 — Rainham Rangerettes.
- 3.30 — Mens' sack race.
- 3.40 — Martino's trampoline act.
- 4.10 — Children's races — boys and girls age 4 - 12 years.
- 4.30 — Egg throwing competition, (ladies and gents team)

- 4.40 — Three-legged race (ladies and gents).
- 4.50 — German shepherd dog display team.
- 5.20 — Rainham Rangerettes.
- 5.35 — North West Kent Corps of Drums.
- 6.05 — Finish.

OUTER AREA

3.00 and 4.30 MINI CIRCUS PERFORMANCES FROM 2.30 ONWARDS.
Brillands amusements, bingo, baby show (in club-house) judo exhibition, archery, ice cream, fruit stall, cockle stall.

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