

NEWS

EAP TEAM IN CACD DELIVER THE GOODS

On October 30th, right on time in a very complex programme, CACD delivered a substantial amount of equipment to British Aerospace at Warton. This was the Flight Control System 'A' model equipment for EAP, consisting of a 19 inch rack fitted with flight-standard PCBs. A great many people in most departments but particularly in Engineering Dept and the Model Shop had put in much extra effort to ensure success with this delivery, since the proposal was first made 3½ years ago. A picture of the team appears inside.

Due to fly in mid 1986, the one-off Experimental Aircraft Programme (EAP) technology demonstrator is under construction at BAe Warton Division.

The EAP is a single-seat twin-engined aircraft, powered by two uprated versions of Tornado's Turbo-Union RB-199 engines. It has all moving foreplanes (canards) and an advanced compound swept wing. It is designed to prove in a one-off demonstrator the latest technologies which have been the subject of separate government research contracts over the past decade. The various technologies to be tested and integrated into this demonstrator will be utilised in any future fighter aircraft programme in which the UK may become involved, the five nation European Fighter Aircraft (EFA) project being a current prospect.

Some 50% of the UK costs have been provided by HM Government as their contribution to the design and building of this aircraft. The balance has been found by British Aerospace and its UK based partners including Ferranti, Dowty, Boulton Paul, GEC Avionics, Lucas Aero-space, Smiths Industries and Rolls-Royce. Aeritalia has a stake in this aircraft, and in addition to other UK companies both Italian and German suppliers are also involved.

Major cost savings have been achieved by using proven "off the shelf" components where possible.

The main areas of advanced technology are to be found in the active flight



Artist's impression of the EAP.

control system, the avionics suite, the extensive use of carbon fibre composites, lithium aluminium, and in the use of super-plastic forming and diffusion bonding techniques in the airframe construction.

NB: A photo of our full EAP team appears on page 2.

Active Control Technology
EAP is a true Control Configured Vehicle (CCV) and has been designed from inception to fly in a totally unstable configuration. This has been made possible by the development of an active control technology system in a Jaguar test bed, which successfully completed its flying programme in August, 1984, and was seen at Farnborough.

The demonstrator aircraft is unique with its entirely quadruplex full-time fly-by-wire control system, with no reversion as with conventional aircraft controls.

Active controls use high speed computers to artificially stabilize the aircraft, and ensure that the best possible use is made of the aircraft's aerodynamic surfaces to generate lift. This greatly improves overall performance. As a direct result, future fighter aircraft will be reduced in size and weight compared with

today's conventional stable aircraft to do the same task more efficiently.

A massive research programme has been devoted to the development of cockpit ergonomics and systems engineering for the EAP programme.

Designed for single-crew operations, EAP will be small and cheaper than current combat aircraft. The constant stream of information available to the pilot from a comprehensive range of sensors needs to be collated, sorted and relevant information displayed as required. Any failure in the system will automatically initiate display changes to flag up the exact cause and location of a particular fault.

This information management used to require many miles of heavy and bulky wiring, now to be replaced by a databus highway. This effectively connects all the avionic sub-systems by using a vastly reduced number of wires through which coded digital information can be carried on a time-sharing basis.

Such techniques, together with the 'fly-by-wire' characteristics of the Flight Control System, represent the sort of advanced technology in which GAv is leading the way.



Season's Greetings to All Our Readers

Message from Industrial Chaplain on page 2

Christmas Message from W.H. Alexander, OBE, Assistant Managing Director

I am pleased to have this opportunity of wishing all our employees and their families a Happy Christmas and a Prosperous New Year. The Christmas holiday will be all the more enjoyable in the knowledge that although the challenges to our business are ever increasing we continue to surmount them. Our output this year is slightly better than budget and even with much tougher competition in the market place our order book stands up well. We have managed to increase our efficiency on many fronts to improve our competitiveness and provided we continue this process over the next few years we should succeed in obtaining the orders which we need to sustain our business; about one million pounds every working day! Much effort has been put into new market areas particularly in the unmanned aircraft field and major avionic system retro-fits and we hope to see soon some contracts from these areas.

AMX RESUMES TEST PROGRAMME

On 19th November CACD also announced the successful maiden flight of the second prototype of the AMX, which incorporates the Aeritalia/GEC Avionics Electronics Flight Control System.

The AMX is a tactical support, reconnaissance and close interdiction aircraft destined to replace aircraft currently in service with the Italian Air Force.

Designed and developed by Aeritalia (prime contractor for

the programme), Aeritalia and the Brazilian company Embraer, the AMX combines low running costs and highly advanced avionics, capable of responding to all the tactical and operational requirements of the 1990s.

The programme envisages the construction of six prototypes and the setting up of two production lines, one at the Aeritalia facilities in Italy, the other at the Embraer plant in Brazil. The AMX is expected to

enter service with the air forces of the two countries as from 1987.

GAv's contribution from CACD has been built to production standard from the start, much use being made of ATED's Compact α system. All twelve sets of prototype equipment were planned for delivery to Aeritalia by Christmas!

The first AMX prototype on landing approach.



GEC Avionics News

Editorial Office
Training Dept.
Airport Works
Rochester, Kent
Tel: 44400 ext. 188
(int. 2835)

Editor: Francis Latter

Liaison Officers:

Lynn Bates, Atlanta, USA
Gerry Rich, Nailsea
Beryl Downie, Accounts
Lee Tribe, AS & RD
Sid Golding, CAC/FCD
Fergus Maloney, FARL (New Road), Clive Baker, GSD (IND)
Rod Cole, MASD, Dave Lucas, ADD, Mrs. J. Underwood, PSD
Barry Wainston, Training Centre, Joan Golding, ISD
Ken Castle, Ann Smith, ATED
Erik Loft (Calibration) and John Brambleby, GSD (Gyro)
Maurice Sparham, CQD (Flying School)
Jane Werham, CQD (Gads Hill)
Phyllis Ellis, CMS

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



Reflections from our Industrial Chaplain

'With the decline in the number of practising Christians, and the cultural changes that have taken place over many years, it is widely recognised that modern Britain is increasingly becoming a post-Christian and pluralist society. The impact of Christianity in future years will clearly depend on whether or not people feel the Christian message has any relevance in the modern world.

Christmas is the one time of year when most of us find ourselves reflecting in some way or other on the Christian message – if only to explain to our children what it is all about!

For the Apostle John, the good news of the birth of Jesus was supremely a message of hope in a desperate and tragic world: 'The light shines in the darkness, and the darkness has not overcome it.' In his Gospel he proclaims to the whole Graeco-Roman world that the babe at Bethlehem, however humble and ordinary his birth, was Emmanuel, 'God with us' – the true light of God come into the world.

The affirmation that in Jesus Christ God took upon himself our form and became man says

something very important to a Christian about the dignity and worth of human life. In becoming man God has bestowed on human life a sacredness. Jesus said that 'what you do to the least of my brethren, you do unto me' – both a commandment to love and care and a clear affirmation of the honour which God bestows on every man.

Such a message is surely extraordinarily relevant to the world in which we live today. We have only to think of the hungry in Africa or Asia, or the plight of the unemployed nearer home, to see how often men today do not honour the dignity and worth of their fellows. Christians are called upon to work for change – not on their own; but with all those of other faiths, or no religious faith, who are motivated by a concern for the peace and well being of mankind. We all in our different ways have a responsibility for the world in which we live; it is we who must make it a place where men and women can live with dignity.

With Christmas greetings.

John Marsden, Industrial Chaplain in the Medway Towns.

GEC AVIONICS (ROCHESTER) LONG SERVICE ASSOCIATION

Since July 1984 we are pleased to welcome the following members into the Association:

- | | |
|-----------------------|-------------------------|
| J.S. Goddard (CACD) | V.K. Ferguson (GYRO) |
| D.G. Harris (IND) | J.G. Buckle (CACD) |
| A.R. Mackenzie (ASRD) | C.S.L. Wells (CACD) |
| M.A. Reilly (CACD) | F.R. Wooller (PSD) |
| E.W. Botley (IND) | K.D. Featherstone (IND) |
| A.G. Burcombe (ATED) | A.E. Goodridge (IND) |
| P.J. Burrows (IND) | M.E. Dunmall (ASRD) |
| B.G. Davis (ASRD) | E.C. Hawley (GAv ADMIN) |
| J.E. Balderston (WES) | R.J.B. Cross (ASRD) |

CACD's PROUD EAP TEAM



Top row:	Carole Evans	Alex Peters	Mike Godward	Jerry Paternoster	Roy Baston	Mike Vetch	Peter Haig	Mick Bates	Nail Chatfield	Simon Hope	Gary Pells	Pat Woolgar	Maresh Mistry	Andy Harris	Jayesh Patel	Paul Haig	Chris Berry	Julian Holder	Roggie Sahota	Dave Young
2nd row:	Jim Whimsett	Simon Thornton	Pat McCormack	Roy Starford	Paul Beck	Deryl Peskett	Peter Fowler	Hashadral Mistry	Simon Jones	Gary Simpson	Paul Harris	Aif Knight	Maxine Turner	Jenny Deal	Debbie Harridge	Lynn Jarvis	John Woolf	Mike Taylor		
3rd row:	Julie Watts	Alex Watts	Alex McSweeney	Murray Gibson	Richard Wattiers	Ian Ladd	Jim Troy	Nick Belcher	Nick White	Jim Douglas	Andy Buckley									
Bottom row:	Ian Smith	Tony Hansford	Paul Holt	Frank King	Stuart King	Harry Field	Ian Sherrod	John Spry	Graham Bryen											

HISTORY IN THE MAKING

The Sunderland flying boat, the 'Sir Arthur Gouge', came to the Medway on Tuesday 20 November. She arrived with her owner, Mr Edward Hulton, on board.

The 'Sir Arthur Gouge' was piloted by Captain Reg Young, a Canadian pilot with considerable flying boat and transport aircraft experience. Captain Ken Emmott, also an experienced pilot, was First Officer. The flying boat left Calshot near Southampton at about 11.30 am, and arrived over the City of Rochester-upon-Medway at 12.30 am.

The aircraft overflew the River Medway from approximately the Isle of Grain to the old Shorts factory at the Esplanade, making a circuit of the City and Rochester Airport before alighting on Long Reach near Kingsnorth Power Station.

News had spread to many parts of the factory that the arrival was expected at lunch time and the car park areas and vantage points in the Towers were crowded, a splendid view being obtained of the Sunderland passing close by the Towers and making a low pass over the airfield before circling back to Kingsnorth, where she landed at 12.41.

She then taxied to a mooring opposite the Dockyard in Chatham Reach, arriving at about 1.30 pm.

During the final stages of the flight, the company Navajo had accompanied the flying boat with photographers and video recorders from the AV Unit making a record of the event. Later in the day coverage was given by TVS in their news programmes.

Air Traffic Control was handled by our control tower at the Airport, who also had the task of liaising with local port and shore-based services by radio. Support and assistance was also given by the Shorts Long Service Association.

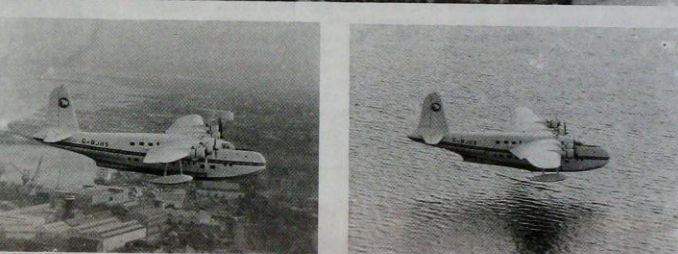
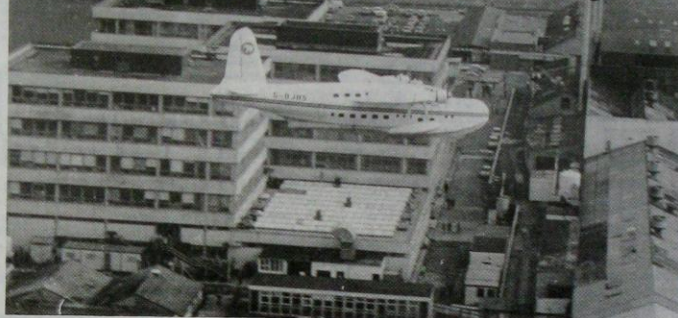
Considerable effort had been devoted by local authorities to making the arrival a success. The Medway Ports Authority, which had already laid a special mooring buoy, stationed guard ships at each end of the landing area. The Royal Engineers assisted in manoeuvring the flying boat, using their specialised equipment and skills to help bring her ashore. English Estates, administering the main Dockyard site, supervised the safe passage of the aircraft across their land, having lent expert assistance during the planning stages.

In the days following the landing, gales reaching gusts of over 50 knots were encountered at the mooring site, but any anxiety was allayed by the excellence of the 'swinging' mooring which had been provided by the MPA.

The initiative to bring a flying boat to the City has been taken by the Medway Branch of the Royal Aeronautical Society, aided by the Shorts Long Service Association, and with the encouragement and cooperation of GEC Avionics, the City Council and the Medway Ports Authority. Malcolm Moulton as Vice-President of the RAE's branch has been involved throughout and has provided background information and comments for this account.

He recalls that Rochester was the home of Short Brothers (who founded Britain's aircraft manufacturing business nearby) from 1913 until they left the area in 1947. Their departure meant the total decline of aviation business at Medway and caused great unemployment at the time. Soon after their departure, Elliott Brothers (London) Ltd, (the name under which GEC Avionics conducted its business until last year), started an operation at Rochester which has grown to become our headquarters and principal factory and the biggest aviation concern in Kent. It was at Airport Works Rochester that the Medway Branch of the RAE's was founded by Shorts in 1938 and which operated here until 1947. In the industrial rebirth which took place afterwards, GAV and Chatham Dockyard were the largest local employers. The revitalisation of aviation business led to the reformation of the Medway Branch at Airport Works in 1975.

The last flying Sunderland Flying Boat comes to the Medway



'Sir Arthur Gouge' comes in over the Dockyard.

The approach to a perfect landing.

With the closure of Chatham Dockyard, a second industrial setback took place, from which the City of Rochester-upon-Medway is now re-emerging, with a large number of new, small, industrial businesses now established.

The return of a Sunderland flying boat to the City and its overwintering on the Chatham Dockyard site is thus more than just a piece of aviation history.

The fact that the aircraft is still in operation and is coming to a Dockyard site which is being rebuilt to accommodate new industry symbolises the continuing success of Medway's industry and its plans for the future. This is history still in the making.

The aircraft was built as a Mark 3 Sunderland in Belfast in 1944, later

converted to a Mark 5 with 1200 hp Pratt & Whitney engines. She did valuable anti-submarine service in the war and was afterwards laid up until 1953, when she went to Australia to serve with the NZAF, who operated her until 1963. That year, Ansett of Australia had one of their two Sandringhams badly damaged in a gale and persuaded the New Zealanders to sell the Sunderland to them. After conversion to airliner standard, she was named Islander and did ten years' island service from Sydney.

She was then acquired by Captain Charles Blair of Antilles Air Boats who re-named her Excalibur 8. After his death, the boat fell into disrepair and was rescued by Edward Hulton, who bought her in 1979. After extensive repairs, she

was flown to Marseilles via Bermuda, Gander, Shannon and Calshot and further improved. Thereafter, she was placed on the British register as G-BJHS and flew to the Pool of London in 1982 where she was open to the public. She has afterwards lain ashore at Calshot.

As a tribute to the city which founded flying boat production and to the Shorts design team, Mr Hulton has now re-named the flying boat 'Sir Arthur Gouge' after her designer, who lived and worked for so long in the City. The ferry flight to Rochester was made with a view to prolonging her stay in England which is the owner's wish. Covered accommodation is essential for this because of the effects of the English winter climate. The long-term hope is to

operate the 44-seat airliner from an appropriate base.

The Medway Branch had led a City team seeking a flying boat Pavilion at Rochester three years previously, a project which founded when the Science Museum's 'Southern Cross' (as the 'Beachcomber' a sister boat to 'Islander' - now 'Sir Arthur Gouge' - with Ansett) went to the Mitchell Museum at Southampton.

The Branch then contacted Edward Hulton to determine his plans for the last remaining Sunderland. He expressed interest in overwintering in the City, if suitable covered accommodation could be found near a slipway.

After many visits and consultations, the Branch obtained agreement from the City Council, the Chatham Historic Dockyard Trust, English Estates (which is re-building the Dockyard site for commerce and industry), the Medway Ports Authority and Air Traffic Control and, of course, the owner, for the boat to come to the City. The open Boat Slip on land administered by English Estates was suitable for getting ashore and one of the Historic Dockyard Covered Slips (part of the separately-administered Historic Dockyard Trust property and listed buildings in their own right) was suitable for winter accommodation.

The use of the No 7 covered slip, the only one of the Historic Slips large enough to house the flying boat, has been made possible with the generous cooperation of Project Sirius (UK) Ltd, the organisation which is to build there a replica of the famous sailing ship Sirius, flagship of the British fleet which colonised Australia in 1788.

The 'Sir Arthur Gouge' will occupy the landward end of the covered slip leaving ample room for the 110ft long Sirius to be fitted out.

Plans are afoot to open the aircraft to public view at set times on about 3 days a week - watch for details.

The 'City Team', comprising the Medway Branch of the Royal Aeronautical Society, The Shorts Long Service Association, GEC Avionics and officers and members of the City Council, has a long-term objective to site a flying boat pavilion in Rochester-upon-Medway as a tourist attraction and a fitting memorial to the work of Short Brothers. The present over-wintering, whilst a very encouraging development, is not necessarily related to that objective. It is being brought about entirely by the voluntary help of the parties and officials concerned and without financial aid from the Council.

You can imagine the difficulties in coordinating the activities of so many parties, without whose enthusiasm the arrival would have been impossible. The Sir Arthur Gouge would have left Britain by now possibly for ever and so the City's effort has enabled a priceless heirloom and a vital piece of industrial architecture to remain in Britain - at least for a short while.

Meanwhile, the City team is seeking ways of keeping the aircraft at Rochester - and in operation. The Covered Slip is not suitable as an operating base but a new hangar, housing an exhibition, could conceivably be built on the adjoining English Estates land with full access to the Boat Slip. If the City could be assured of a permanent stay and if an operating company could be established, there could be a basis for funding a project. Such a project would have to satisfy the owner's wish to keep 'Sir Arthur Gouge' in flying condition, make an operating revenue without large sustaining costs - and, at the same time, give the City a valuable asset. That asset would be used to encourage industrial development and as a tourist attraction.

All that is conjecture at present. So far, all that is agreed is for the flying boat to overwinter and so the City has been assured of at least a historic visit and a brief acquaintance with a valuable national asset. The council is to look at options for possible action in the near future.

Mayor of Rochester-upon-Medway Welcomes the Arrival

At a private reception in the Mayor's Parlour, the Mayor Cllr. Tom Mason, formally welcomed the owner and crew of the flying boat. He noted that it is some 30 years since such an aircraft was at Rochester, and this event is therefore of historic significance. Of the total of 749 Sunderlands built by Short Bros, 341 were built in the city. Thus by preserving the flying boat for the nation, by naming her after one of Rochester's famous aeronautical engineers and by bringing her to spend the winter here, Edward Hulton and his colleagues have done a great service to the city and to the nation's aviation heritage.

The major paid tribute to him, to his crew and to the organisations involved. The Medway Ports Authority for their expert assistance in planning, guiding the boat to her mooring and to laying the

mooring in Chatham Reach; to Rochester Airport Air Traffic Control, who have kept the operation 'legal' and left other local authorities informed; to English Estates for expert assistance including the task of bringing the flying boat ashore; to the Royal Engineers for their help ashore in the near future; for the Chatham Historic Dockyard Trust and Project Sirius UK for making the No 7 Covered Slip available for the winter; the Shorts Long Service Association for their technical advice and the Medway Branch of the Royal Aeronautical Society and GEC Avionics for taking the initiative to invite Edward Hulton to the City.

After a reply by Malcolm Moulton, Cllr. Mason then went on to make presentations to the owner and crew and to the authorities involved, of tankards which are to be engraved, and citations.

The tankards have been donated by the company. The recipients were:

- Edward Hulton** - Owner of the Sir Arthur Gouge.
- Captain Reg Young** - Captain of the Sir Arthur Gouge.
- Captain Ken Emmott** - First Officer.
- John Land** - Flight Engineer.
- Peter Smith** - Bowman.
- Alwyn Roberts** - Licensed Engineer.
- Benny Lynch** - Radio Engineer.
- Rod MacFarlane** - Electrical Engineer.
- The Medway Ports Authority** - Peter Mitchell, River Inspector.
- English Estates** - Peter Bentley.
- The Chatham Historic Dockyard Trust** - Sir Stewart Pringle.
- The Royal Engineers** - [Not represented].
- Shorts Long Service Association** - Stewart Penney (George Stanley, President, was unable to attend).
- The Medway Branch of the Royal Aeronautical Society** - Peter Hearne (received by Malcolm Moulton).

ROCHESTER FIELDS 3 TEAMS IN THE NATIONAL BUSINESS GAME

Once again, the company is entering teams in the GEC National Business Game which is a competition set up and co-ordinated each year by GEC's Management College at Dunchurch for all GEC Companies and runs over 6 months.

The aim of the Game is to give participants an understanding of business decision making through the experience of running a "manufacturing company" which, like

real life, has different products, suppliers, employees, customers and a bank. Each team acts as the management of their company and has to decide on their strategy in the light of information given to them. These decisions are submitted to Dunchurch, where, through computer analysis, the results and implications are worked out and issued back to the teams. In addition, a 'league table' of companies is published so

that all teams know where they are placed. At the end of the Game, the top five teams attend a "play off" to decide the winner.

Every team has an adviser whose role is to offer guidance if needed - but the adviser cannot make the decisions, that responsibility lies with the team.

GAV has entered 3 teams this year who are all aiming to win. We hope to at least match, if not better, our performance in 79/80 when we had 1 team in the top five and 3 in the top ten. Perhaps this time we'll get a 1,2,3!

There is a lot of hard work ahead for the teams over the next few months - they have just made their first decision and, as this paper is issued, are anxiously awaiting their results. So if, in the next few days you hear a sudden cry, it may be that the results have come through. What will they be like?

We'll keep you informed of their progress at regular intervals and wish them all the very best of luck!

Team 1

Sharon Bolt, Senior Systems Engineer, MASD
David Cummins, Cost and Budget Officer, GAV
Simon Hellyer, Project Leader, ISD
Colin Matthews, Chief Buyer, MASD
Keith Young, Project Leader, ADD
Adviser: Colin Dawes, Project Manager, GSD

Team 2

Mike Banner, Development Engineer, FARL
Dave Dickson, Development Engineer, FARL
Nick Mellor, Development Engineer, FARL
Neil Milner, Software Engineer, PSD
Tom Rogers, Development Engineer, PSD

Team 3

Mark Anderton, Development Engineer, PSD
Alan Birch, Software Engineer, FARL
Robin Davies, Development Engineer, FARL
Douglas Seth-Smith, Development Engineer, PSD
Ian Thomson, Development Engineer, FARL
Adviser for Teams 2 and 3: Andy Fordham, Project Manager, FARL

SUGGESTIONS SCHEME



Paul Colton, Tester in CAD's RST Area, receives a certificate from the Division, together with his cheque, from **Keith Snelling**, Divisional Manager. Paul devised a potentiometer checker which is expected to reduce greatly the number of individual tests required as components arrive in Goods Inwards for the Tornado AFCS project. (A)

Trainee Computer Programmers - Another Distinction

GARY PELLIS has quite rightly pointed out that he did in fact achieve two distinctions in his HND Computer Studies, not as stated last month. Congratulations.

LSA DINNER DANCE



Dave to Dave — the President hands over a barometer to Dave Marvell. (A)



One of the many happy groups: Harry Staff and Ken Trafford with (L to R): Janet Goodhand (Chairman's wife), Anne Staff, Pat Walliker, Jane Staff and Audrey Trafford. (A)



Mrs. Harries (left) presents Mrs. Johnson with a bouquet. (A)

Guest of Honour, Frank Johnston, MBE. (A)

www.rochesteravionicarchives.co.uk

APPOINTMENTS AND PROMOTIONS

The Appointment is made of **John Spinks** as Assistant General Manager within the Navigation Group of Divisions. He will assist Peter Hearne in the general management of the Navigation Group and will be broadly concerned with the development of improved efficiency in Divisional operation, with particular reference to the more efficient use of personnel and resources and the introduction of new methods and technologies into operating departments.

John qualified as a mathematician at Queen Mary College, and has now built up 19 years experience in avionic development and management. Initially engaged in Air Data System design, he became responsible for the Engineer's Department of Instrument Systems Division in 1968 and was responsible for diversification of the business into high integrity Stores Management Systems. As Deputy Divisional Manager of ISD he was assigned special responsibilities for the development of subsea wellhead control systems and was appointed to the same position in Flight Controls Division in 1978. He was appointed Divisional Manager of CADC upon its formation in 1979, and throughout his career has been actively involved in a wide range of programmes in the

US including the Lockheed C-5A CADC; BHT Cobra ADS and the Boeing 747 Autothrottle. John was appointed Divisional Manager of ADD in January 1983 at the same time as the announcement that ADD had been awarded the F-16 C/D HUD contract.

Robin Sleight has been promoted to Divisional Manager from Technical Manager in Airborne Display Division. Robin first joined ADD in 1964 shortly prior to the acquisition of the Head Up Display interests of Rank Cintel.

After taking an Aero Engineering degree at the University of



Robin Sleight. (A)

Glasgow, Robin initially worked as an Aerodynamicist at Weybridge, prior to joining the Company at Borehamwood in 1961 as a Systems Engineer in Military Aircraft Control Division.

ADD in 1964 consisted of a dozen people and the division initially led a nomadic life, being based at Lower Sydenham (SE London) for 2 years before the acquisition of major US programmes in the late 1960s settled it at Rochester and triggered the growth process to make it what it is today. Robin also spent 2 years in charge of the Company's office in Dallas/Fort Worth overseeing the introduction of our Head Up Displays into the A7 aircraft followed by 3 years in IND as Project Manager, prior to becoming Technical Manager of ADD in 1975. He lives in Maidstone and has two children.

Bob Eves has been appointed Technical Manager of ADD. Since joining the Company in 1968, Bob has enjoyed a most interesting and successful career with the Company performing various roles primarily aimed towards our American Markets. His roles to date include - Program Manager, Engineering Manager, Production Manager, leading to Program Management Executive where he was responsible for the successful



Bob Eves. (A)

launch of the F-16 C/D HUD program immediately prior to taking up his current assignment.

Bob has been with ADD since joining the Company in 1968 from AEI - Woolwich, where he worked as a Telecommunications Engineer. As all who know him will be aware, his is a proud inhabitant of Gravesend where he resides with his wife and two children.

Tony Bargery is now Engineering Manager in Flight Controls Division. Tony has over 20 years' experience in the design and production of automatic flight

control systems, and was closely involved in the Lightning, Buccaneer and Harrier programmes. Since 1975 he has been exclusively involved with unmanned aircraft in FCD, initially with Jindivik, Sea Vixen, and ASAT (Falconet) target programmes, more recently with the company's bids to secure the contract for the Phoenix Battlefield Surveillance system.

Peter Norrington has been appointed Exhibition Officer to assist Roland Thomas. Peter has been 4 years in MASD Drawing Office, and prior to that he had several posts as Draughtsman also spending 2 years with the DHSS. He lives in Sittingbourne and still hopes to have time to spend on his hobby of radio-controlled model aircraft.

Some promotions noticed in recent weeks are -

Gerrard Sanders, Project Manager, RSD. **Ron Wells**, Model Shop Superintendent, ADD. **Dr Colin Tredwell**, Project Manager, FARL. **Tony Hocking**, Chief Draughtsman, RSD. **Gordon Walker**, Marketing Manager, ISD. **Roy Davis**, Consultant Engineer, MASD. **Paul Gray**, Software Manager, PSD. **Rod Tester**, Project Manager, PSD.

MEET OUR SURGERY STAFF

Many of us may think that the Nurses are behind the scenes only to be approached in emergency or sickness, but there's much more to it than that. Here they introduce themselves.

The nursing experience and knowledge gained from our varied backgrounds are pooled to enable us to offer GEC Avionics employees as comprehensive a service as possible in order to maintain a good standard of health. Up till now you may have only visited one of the Company's Surgeries to report your return to work following a period of sickness absence, or to report a works accident, but that aspect of the surgery staff's work is only the tip of the iceberg and a part of our legal requirement. We aim to offer much more.

On entry to the Company, health screening is carried out by way of completing a Health Questionnaire, enabling us to keep records of any health problems you may have, and to update them as you advise us of health changes, e.g. a specific illness occurs, you change your GP, or perhaps commence a new medication.

For minor ailments, coughs, colds, the occasional headache, we have a good stock of patent remedies, and in addition to the treatment of accidents at work we are prepared to give follow-up treatment of accidents that occur out of working hours.

To supplement and illustrate our advice, the surgeries stock health education leaflets which cover a variety of topics from tips on travelling abroad and losing weight, to women's problems and the awareness of potential heart

problems. The leaflets are available to all employees, free of charge.

Following the introduction of Self Certification and Statutory Sick Pay much time is spent in the surgeries dealing with telephone calls from employees absent through sickness and in raising the necessary paperwork.

If you are feeling unwell at work, the full 'Florence Nightingale' treatment is available, with rest areas, sympathy, and helpful staff. Emergency GP appointments can be made, and transporting you to a Doctor's surgery, Hospital or to your own home may be arranged if this is necessary. Should your Doctor ask for a follow-up treatment, we can

within reason, step in and solve your endless return trips to the GP's nurse and shorten your waiting time, for example by removing stitches, checking blood pressure, giving prescribed injections or redressing wounds.

Counselling plays a large part in our job, and a keen ear is always available to those who need it, be it regarding your health, a member of your families' health or a personal matter. The old adage "a trouble shared is a trouble halved" being our adopted motto.

All in all, although we know we may not see you always feeling your best, we would like to think that you always see our better side.

We look forward to being of service to you.



Nurse Julie Davies, SEN

Senior Nurse Gerry Stokes, SRN

Nurse Phyl Mead, SEN



Nurse Moira McCulloch-Smith, SEN

Senior Nurse Iris Gordon, SRN

Anne Friend, Junior Clerk

www.rochesteravionicarchives.co.uk



FATHER CHRISTMAS'S FAMILY

The first and second all-correct set of answers to all puzzles and questions drawn out of the Editor's hat, will receive prizes of £10 and £5 for the family. *Play fair and let the kids do as much as they can.*

Replies to Editor by 7th January, for Rochester entries, but extra time allowed for off-site entries. Please write your name, division, and a list of your family contestants in the margin on this page.

ANTHEAPS

Many words are made up of letters which include ANT somewhere in the line-up, like PLEASANT or SUBSTANTIAL.

Try these -

1. He is said never to forget.
2. Bold, gorgeously coloured, ostentatious.
3. Barely enough.
4. A buyer and seller of goods.
5. Considered by Personnel Dept.
6. Not so long ago, this was only done by gardeners.
7. Kind of coal.
8. Wildly excited.
9. Unyielding Pop Star.
10. Old thing.
11. Consenting to give.
12. This one wears a uniform.



MATCH YOUR WITS!

Can you remove six matches so that you are left with nine equal-sized squares?



Draw your solution below



HOW MANY COMPLETE STARS ARE THERE?

WHO ARE WEARING THE SCARVES?

Six ladies waiting at a bus stop. Can you find out the names of the two who are wearing scarves from the information below?

MY NAME IS

MY NAME IS

Amie is at one end.
Sally is wearing a skirt.
Carla has boots on.
Deirdre is not wearing a hat.
Emma is not wearing a coat.

Freda has not got a handbag.
Carla is not smiling.
Emma has not got a shopping bag.

MORE HANGOVER CURES

This test does not measure your intelligence, your fluency with words and certainly not your mathematical ability. It will, however, give you some gauge of your mental flexibility and creativity. In the three years since we developed the test, we have found few people who could solve more than half the questions in the first try. Many, however reported unexpected moments when their minds were relaxed, and some reported solving questions over a period of several days.

Take this as a personal challenge - the Christmas break lasts for several days!

Instructions
Each question below contains the initials of words that will make it correct. Find the missing words:

Example: 16 O in the P - 16 Ounces in the Pound

1. 600 in the C of the LB
2. 22 Y in a C
3. 15 M on a DMC
4. 12 D of C
5. 0 is the AOM that a RSG
6. 273 DA (DK) is ZC
7. 7 S in the P
8. 24 B's in a P
9. 10 GB on a W
10. 168 D in a S of D
11. 80 is the BP of W on the RS
12. 39 S, by JB
13. 3 Cs in the F
14. 6080 F in a NM
15. 32 DF, WF

RETIREMENTS

Dave Marvell must surely be remembered by many people at Rochester, by virtue of his long service which started in 1947 with Swift and Swallow; before that he had served his apprenticeship with Short Bros (when he was already on a bicycle) followed by varied WW2 service in the Navy and Fleet Air Arm. Dave was in at the start of Toolroom activities in the company and quickly rose to Leading Hand, Charge Hand, and Foreman; he was proud of how the food preparation machines which were a main product at that time quickly became market leaders. With expanding toolroom operations and the coming of the Elliott name and Aviation Division with Fisher Controls, the emphasis gradually changed and in due course Dave was a founder of ADD's Model Shop where he has been ever since; he became Superintendent in 1968.

The bicycle took a prominent part in his off-duty hours – he was a keen racing cyclist in his youth and his interest has been maintained over the years by service as President of Medway Velo Club, committee member of the Fellowship of Kent and Sussex cyclists, and as a road and track judge. Dave was always to be seen at other company sports events as an official, and as an organiser of events such as ADD Superstars – still to be seen on his machine recently!

Dave's model shop team and many other friends marked his retirement with numerous gifts including cut glass goblets, a decanter, a bottle of something to put in them and cigars to smoke between refills, a set of castings to help him with his model railway hobby, and a model of F16 HUD. Flowers for his wife Joyce were given, and Dave goes into what promises to be an active retirement with the good wishes of the Company and a great many friends and colleagues.



Dave Marvell received a great send-off from friends and colleagues including Peter Hearn. (A)

Our long-service paragon behind the scenes, **Olive Ellen** Telephone Supervisor, enjoyed two farewell presentations when she retired, since the switchboard operators had to keep the service going. Sid Williams, Works Engineer, spoke on behalf of his department at a small buffet in the Exchange, and later in the day General Manager Glyn Thomas made a more official gift from friends and colleagues throughout the company of a portable TV, flowers and cards.



Olive Ellen at her retirement. (A)

Olive asked GAv News to pass on her thanks for all the good wishes she received from people throughout the company and outside – by telephone. In reminiscing on her 23 years with the telephone exchange, she said that her career 'on the phone' started when she learned the trade during 6½ years in the army where she became Corporal in the Royal Signals – Olive was demobbed in 1947 but before that had taken part in the Victory Parade, and spend some months at Catterick as PT Instructor. There followed times as telephonist at Wingets (where she met her husband) and part-time at Newcomb's in Chatham; when she came to Airport Works in 1961 she spent a few months in IND waiting for a position to come vacant as operator – there were only four positions on the board then compared with today's ten.

The business has expanded to the point where between ten and twelve thousand outgoing calls have to be connected each day, as well as receiving and helping a lesser number of incoming callers who often don't know who they wish to speak to. The advent of STD and International Trunk dialling have eased the task considerably, but there are still many calls to be made of a priority nature or in the welfare context – try tracing the hospital in Peru where a company employee may have been taken

ill while on company business. Olive wishes all to know how closely she feels she has worked with all in the company, from the top downwards. Highlights recalled have been her help at Farnborough Air Shows on the chalet switchboard, and more recently her involvement with the introduction of the computer to some management aspects of her work. Not a country not called over the years – now Olive says she hands over with many memories, to her successor Pat Dean – who has already been 14 years on the board!

Olive Ellen now moves into her new house at Allington with the best wishes of us all, plenty of painting and decorating to do and maybe even a little time to follow her latest activity of swimming.

Mrs M. (Sally) White was presented with a gold necklace from her friends and acquaintances on reaching her retirement from GSD stores on 26th October.

Sally had worked on the Rochester site for 21 years joining MAC/FCD when a sprightly 39 years old. Six years with those divisions, as a coil winder, resulted in her winning what we know as "Miss White Towers" glamour contest before joining IND cableform section. After 2 to 3 years on the shop floor, she then entered IND stores where she has been until her retirement. After a quiet reminiscence down memory lane, she remarked that bloomers were back in fashion.

During her retirement she hopes to continue her interest in Ballroom dancing, Snooker and Darts. Best wishes to Sally from all her friends in IND/GSD.



Sally White at her retirement presentation. (B)

Reta Hayes retired on the 28th September after 27 years service; she joined the company (Swift and Swallow) moving via MACD to ISD Buying, where she served for 13 years, after which she moved within ISD to the Technical Publications Department where her talents were employed in Technical Typing.

Reta's hobbies include music, caravanning, gardening and wine making. Reta was presented by Irvin Gray, Head of ISD Technical Publications, with a retirement gift consisting of a crystal decanter and wine glasses. All of her friends and colleagues wish her every happiness in retirement.



Retirement presentation to Reta Hayes by Irvin Gray. (B)

Reg Day, Project Controller for SMS in ISD retired in November after a varied career which started with the local Gas Board in 1936 and went on to a year as professional footballer with Gillingham until with the war he volunteered for the Fleet Air Arm. Hostilities took Reg all over the world – he was torpedoed on the old 'Ark Royal'. Over the years until he was pensioned in 1966, Reg served in many electrical departments afloat and ashore and attained the rank of Chief Electrician Air. Also he did not neglect his football; he won caps for navy teams and represented not only his ships but also made guest appearances for home teams and played for several international level teams in the Far East.

When Reg joined 'Elliott's' in 1966 he became a TA in AEID, remaining through divisional name changes and progressing through GA to become PAO in 1969, being with the SMS team from the start and being made Project Controller in 1980. Even the football continued till Reg suffered a slight setback, being

remustered as 'substitute' around his 57th birthday, which did his ego no good! He will be remembered and missed by his many friends in ISD who wish him a long and happy retirement.



Reg Day received a watch from Engineering Manager Dick Lewis on behalf of ISD colleagues. (B)

Betty Challis, who has been in ISD or its predecessor FID since she joined in 1963, retired from her latest role as Production Drawing Librarian at the end of October. She has been in Scheduling Dept on a variety of jobs before that, and so John Clover, Production Manager, was the man who presented Betty with retirement gifts including a gold watch. ISD wish a happy and healthy retirement to a very popular lady.



Betty Challis. (B)

Lilian Holme started work during the war in a munitions factory, then after the war she worked in a cigarette factory before moving to Rochester. She commenced working for Elliot Bros. in MDP then Air Space Control, Airborne Computing, IND Annex and finally MASD as Machine Operator in Stock Control.

In her entire career at Rochester she has only been late for work twice, a remarkable achievement.

Production Manager John Goodhand presented her with a crystalware ornament on behalf of all her friends and colleagues at Rochester.



Lilian Holme receiving her retirement gift from John Goodhand. (A)



Claire Stolberg spent most of her 13 years in ADD as a Shipping Clerk but for the last 15 months has worked for Tom Crooks in Import/Export Dept. To mark her recent retirement she received from Tom a presentation watch; Claire plans to keep up her interests of dancing and swimming.

Claire Stolberg with Tom Crooks at her retirement.

25 YEARS' SERVICE

Ed Hawley's 25th Service presentation was made by Bill Alexander, who remarked on Ed's unique character and varied career – or three careers of which GAV is the third. Ed started work as an apprentice at Shorts seaplane works and later spent 12 years at British Uralite – in production. When he joined this company he wanted to go into the commercial activity; Alf Harrison thought otherwise and wanted him to stay in production, so he went into Contracts in FID (Dept of low estimates)! By 1965 Ed was working for Mr Alexander who was then in charge of AEID, he then helped with the start-up of CMS. Later he went to DAD when Ron Howard was Controller and then himself became Controller of ADD and in 1969 became Staff Financial Executive. Ed's career has been thus very much linked with his major contributions to the company's progress from the earlier 'chaos' to the present orderly and professional business – much due to his improving influence, and helped by his most insistent but still greatly popular personality. In reply, Ed said how much he had enjoyed his 25 years – in many ways following on the marvellous time he had had in the RAF, but that with the large and sophisticated business we now are he could not talk to as many people as he would like. However many people have been very good to him – to them Ed's thanks.



Ed Hawley's presentation from Bill Alexander. (B)

Arthur Ellis has been a man of many parts during his 25 years at Rochester; he started in CMS as machine setter/operator, became an Instrument Fitter and moved into FID/ISD, and in 1978 became a Training Supervisor, later moving to his present job as Personnel Officer. It was in 1967 that his great contribution in the Industrial Relations activities here began, when he was elected as AUEW Shop Steward; this was followed in 1970 by election to the Works Committee and soon after that he became Works Convenor. Arthur's achievements in that post brought him re-election each year until 1978 when he stood down. In addition, Arthur served for eight years as Branch Committee Member of the AUEW, was elected Branch

President, and for five years was Branch Delegate to the Chatham District Committee. Another facet was Arthur's three years' appointment as Worker Director for the GEC Pensions Plan, also his service on the Board of Visitors at HMP Borstal, counselling young people in the institution. But he still finds time for his hobby of repairing and restoring old clocks and watches, which stems from his first qualification as watch-maker.

Personnel Director John Bradley made Arthur's presentation of a silver tea set and recalled many anecdotes from their long association.



Arthur Ellis with John Bradley, and Welfare Officer Eunice McMillan looking on.

Maurice Dunmall



(Left to right) Mike Andrews, Maurice Dunmall, Jim Casey (Divisional Manager, AS & RD) and Marvin Cole, on the occasion of Maurice's 25-year Service presentation which was reported last month.

John Buckle, Project Leader in CACD, received a clock from Divisional Manager Keith Snelling in the presence of friends and colleagues from CACD and the 'old' FCD. John joined this company after Army service as Sgt. Radio Mechanic, a spell in the Post Office and on missile work, he started at Borehamwood and still is involved with the Buccaneer project at times, but acts as PDSO on many other now mature projects, keeping customers happy and coming back for more in hydraulic systems. John is Canadian born and still a citizen of that country. He is pictured with his wife Daphne and Colleagues Tony Bargery, John Pain, and Tony Richards.



Mike Andrews,

Field Service Manager in AS & RD has received his award of a gold watch from Jim Casey, Divisional Manager. Mike came to Rochester in 1961 as Service Engineer, following 2 years at Borehamwood, and subsequently rose to Technical Representative, Senior Tech. Rep., became Project Leader in 1973 and was appointed to his present position in 1977. He still has time however to follow his great interest and pastime of gardening.



Mike Andrews. (A)

Births

On Saturday 3rd November, Lisa was born to Sue Harris, who used to work in MASD. Proud father Andy is in CACD Model Shop Planning.

Marriages

Wedding bells in ADD - Gary Brunt, Development Engineer, and Sue Maynard, Word Processor Operator, were married at All Saints' Frindsbury on 1st September. Here they are receiving the Division's best wishes and gifts from Ian Whitehouse, Chief Engineer. (A)



Congratulations

Ruth Engel, Computer Programmer in ADD, received the Division's present from Roy Holmes, then Software Manager. The wedding in early September was at her home in Bishop's Stortford. Peter Gilbert, Development Engineer in FCD is the lucky husband, and the couple have just bought a house near here. (B)



Paula Cuckow left Central Ratefixing after 2 years – here she is receiving a present from Colin Whitehead prior to her marriage to Michael Nicholson who used to work at Rochester. Paula originally started 4½ years ago in FARL, the couple now live in St. Leonards-on-Sea.



Ruby Wedding

On Thursday 20th December, Martie and Reg Beaver celebrate 40 years of happy marriage. Martie is in ISD Library, and Reg in ADD Model Shop.

Guidance Systems in Practice?

Gyro Engineering Cruise - 6th/7th October

Despite the popularity enjoyed by the Company Flying Training Scheme, many employees devote their attention to more aquatic interests, particularly sailing of various types. The author is one of them, and in fact keeps a foot in each of two camps, namely dinghy racing and off-shore cruising.

This account details the exploits of a group of engineers, mostly from the former Gyro Division, but leavened with Flight Controls Division as well as two wives. A weekend charter was booked with Oysterworld Ltd, who operate from Ipswich Wet Dock. On the usual excuse of 'think big', I booked their biggest yacht, an Oyster 35 Ketch, and then filled it with willing colleagues, as follows: Alastair Macfadayen (Skipper) - Gyro, Joe Prickett (Mate) - FCD, Liz Prickett, Steve Parker - Gyro, Sue Parker, Mike Grace - Gyro, Alex Chalmers - Gyro, and Steve Lord - Gyro.

During the final week intense depressions gathered, over the Atlantic, France, the skipper, and the weather forecasters. However, we met at the appointed place, and drove to Ipswich in two cars heavily laden with food and personal gear. On arrival, we were greeted by the owner who showed us over the vessel and persuaded us to stay overnight in the dock, as weather conditions were rather foul. The presence of a pub some 20 yards away lent weight to this suggestion, and we agreed that it was not at all seamanlike to go out at that time.

Having had a pleasantly convivial evening, we adjourned to the sumptuous luxury of our floating home and had a general chat on points of detail concerning life afloat.

The next morning we rose (gradually) at 07.30, and enjoyed a breakfast of bacon, sausage, egg, etc. then had a good look over the boat in daylight. 'Joyster' is a 35' centre cockpit Ketch, with accommodation for 8, built-in shower and all mod cons. She is Bermudan rigged, slab reefing on the main and mizzen, and a choice of 4 headsails. Whilst waiting to cast off, we had a birds' eye view of a fishing boat in the docks being crunched by a coaster as the latter was swinging the nautical equivalent to a three-point turn. When all seemed safe we nipped out with the blessing of the Port Radio, and motored down to the impressive bulk of Orwell Bridge, where we set the reefed main and working jib.

Having made the customary obeisance to the 'Butt and Oyster' at Pin Mill as we passed, we sailed on to Shotley, and beat up the River Stour for a while, dodging in and out of various moored ships as we went. For the uninitiated, 'beating' implies the process of making the boat go towards the wind by the clever expedient of sailing a zig-zag course. We then sailed back to Shotley, and moored for lunch.

After lunch we sailed off the mooring, losing Steve Lord's hat in the process. Having rescued it again, we sailed out through Harwich Harbour and across Dovercourt Bay to 'Stone Banks' buoy.

By this time we were all settled in, and the



Sailing down the Orwell on Saturday morning - both Steves, with Mike viewed from astern.

constant reefing and unreefing in the blustery wind was being achieved without difficulty. Steering, often surprisingly difficult for the inexperienced, was also being done well. Having sailed to a point off Bawdsey Manor, at the mouth of the River Deben, we then turned back to Harwich which was infested with dredgers, and made our way back up the Orwell to the Suffolk Yacht Harbour at Levington.

Here, having moored up, we enjoyed a superb meal, and spent a pleasant evening in the old lighthouse there. (It has a bar). And so to bed.....

Although the night had been clear and starry, the next morning was cloudy and wet. Another good breakfast, and a visit to the Marina Office to pay the bill (£4.87) saw us ready to leave. This we did, and sailed once more to the delights of Dovercourt Bay, amid the hordes of racing yachts of all types. The wind had shifted to the South West overnight (it had been North-West the previous day) but

was blowing at about force 5 gusting to 6. Several of the racing boats were having trouble with their spinnakers, while a fleet of Condor Calmarans were travelling at an impressive speed. Having had enough of green water over the bows, we adjourned once again to the more sheltered waters of the Orwell, where we picked up a mooring opposite Pin Mill, and partook of lunch.

As a post prandial relaxation, the crew were exercised at handling the boat under power, the object being to stop the boat with the bows immediately adjacent to a selected mooring buoy. With a strong tide plus a stiff breeze, this wasn't as easy as might be thought. Everyone had two attempts, and all were successful at least once.

Sail was again set and we beat slowly up river, pausing to set the No.2 Genoa, then unreef the main as the breeze eased off. Finally we moored just downstream of Orwell Bridge and watched the local parachutists jumping out of aeroplanes. (Alex and Mike are both active parachutists and were able to pass comment as required!) A superb evening meal of lamb chops and other goodies was

devoured, followed by a clean up as we waited for the tide to rise. About 22.15 we tucked in behind a ship inbound for the docks, and followed her in. Behind were the yacht 'Sir Robert Gordon' and two Excise Cutters. (At least we heard them on the R.T. coming up river) - this was the yacht caught with a load of heroin on the River Crouch, earlier in the week.

Once in the dock we moored, unloaded, and cleaned up. The yacht was handed back to the owners, and at 23.30 we set off home, arriving at 01.10 the next morning - a much easier trip than going there! The cost? £32.40 each, all in (Drinks extra).



All hands below (l-r): Alastair Macfadayen, Steve Lord, Steve and Sue Parker, Alex Chalmers, Mike Grace, Liz and Joe Prickett.



Time for a cuppa for the crew: Captain behind the camera.

Alastair Macfadayen

SOUTH EAST THAMES REGIONAL HEALTH AUTHORITY
BLOOD TRANSFUSION SERVICE
(LEWISHAM CENTRE)

01-81-7134
01-81-7134
01-81-7134
01-81-7134
01-81-7134

Dear Sister Gordon,

On behalf of the Blood Transfusion Service, I would like to thank you for your co-operation and help in allowing our Mobile Team to visit Parson's during the week 15th to 19th October 1994.

Our team collected a total of 556 units of blood from the 712 people that attended over the 5-day period. This really was a tremendous response and the blood collected was a very valuable contribution to the hospital blood bank.

Whilst writing, I would like to confirm the date agreed for our 19th donor session at Parson's on:

15th to 22nd March and
30th September to 4th October

Thank you very much for all your help, we are most grateful to you and all of Parson's for your generous efforts on our behalf.

Yours sincerely,
H. Anderson
Mrs. H.J. Lord,
Assistant Donor Organiser,
Parson's Transfusion Service



The Royal Aeronautical Society Medway Branch

Divisional Representatives

Gary Bailey (GSD)
Mrs Joyce Ambrose (COD)
Geoff Burtenshaw (FARL)
Alan C. Smith (AS&R)
Ernie Banks (FCD Prod)
Laurie Collier (MASD)
Les Fell (WES)
Mrs Joan Golding (ISD Library)
Bert Hosmer (CMS)
John Campbell (ADD)

Mrs Brenda Jewell (GAV)
Mrs Rita Edwards (ATE)
Pinkie Stark (Company A/C office)
Tony Parsfield (PSD Prod)
Allen Bye (GSD)
Robin Heaps (CACD)
John Neate (Personnel)
Barry Wallington (Training)
Mike Bridgeland (PSD Eng)

LECTURE PROGRAMME

Main Canteen - Wednesdays at 17.00

16 Jan **Aerial Photography** by Arthur Gibson
20 Feb **Airworthiness Requirements** by Peter Baker
20 Mar **A & AEE Boscombe Down** by Air Commodore R. Spiers
27 Apr **From Tornado to Tornado** by R. Beaumont
15 May **AGM & Film Show** by J. Ashton

Anyone is welcome. Small admission charge refundable if you join.

FOUND PROPERTY

Some of the many items handed in to Security remain unclaimed - since June those below need reuniting with their owners. Apply to Security.

Bunch of 3 keys with darts and cassette case.
Lady's Cigarette Purse.
Silver coloured St. Christopher chain.
Bracelet - purple stones in silver.
Ballpoint pen.
Ronson lighter in case (of what? bike?)

Gold lighter (than uranium).
Silver necklace, silver bracelet (ID).
Gold coloured pen.
Gent's digital watch.
Small silver chain bracelet.
White bicycle pump. (How do we know what colour do we know what colour)



HOLIDAY TIME — SUNSHINE '85

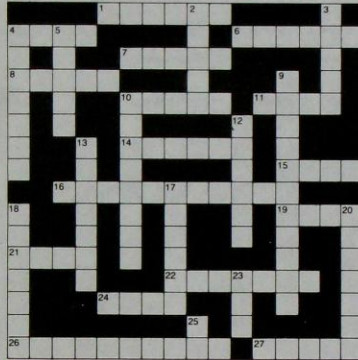
In addition to taking the information available at the canteen Travel Shop, you can talk to many tour operators direct, at an exhibition to be held early in the New Year. Entrance is free, and altogether 15 tour operators including THOMSON, GLOBAL, INTASUN, ENTERPRISE, COSMOS & RANK TRAVEL, will be having a display stand with details of all their holidays for Summer 1985. Bring your family to the

CREST HOTEL, AIRPORT
SUNDAY 13th JANUARY 10.00 - 4.00

Information, videos and maybe some surprises.

Arrangements by
Pickfords Travel
Chatham.

Try this while the kids are doing their puzzles! CHRISTMAS MOTORMANIA



Crossword for Car Boffs. All answers are car models or makes.

- ACROSS**
- One bite of this little car. (6)
 - Last free night for the lads. (4)
 - +8 Perhaps for this British thoroughbred. (8)
 - Bump into this Scandinavian and you'll know it. (5)
 - 12 DOWN, 'MANSION TART' from Newport Pagnall. (Anag). (5,6)
 - Transport under 'Gay Paris'. (5)
 - Communist built, storage for food. (4)
 - 'A GREAT' water event? (6)
 - Misspell European gemstone. (4)
 - 'ENTER TROPIC' for this revived British beauty. (11)
 - Game for clubs. (4)
 - Dying star. (4)
 - Five marks for this exotic resort. (7)
 - Wrongly spelled Greek for this Italian one. (4)
 - Socialites 'KING OF THE ROAD'. (5,5)
 - 'HUBCAP RIMS?' on this sporty Ford. (5)
- DOWN**
- Typically K9. (5)
 - Dr. Felix Wankel inspired the engines for this Japanese producer. (5)
 - Sporty flagship from the oriental company of 'THE YOUNG HORSE'. (7)
 - Big brother of 21 ACROSS. (5)
 - Italian (BABY SHEEP) or (21 SHILLINGS). (11)
 - 'COMMERCE DESTROYED' in Germany? (8)
 - See 8 ACROSS.
 - 'TAP COIN' US muscle car. (Anag).
 - 'ALE ICE'. (Anag)
 - British cat. Might be black. (7)
 - 'RARE FIR'. (Anag)
 - A Bristol beauty. (1, 1, 1)
 23. Creators of the ME 3000. (1, 1)

Contributed by AJD, AJR and KJE of CACD. ANSWERS NEXT MONTH.



Sports and Social Club round up



MAV/BP COMPUTER USERS CLUB

THIS IS OUR NEW LOGO.
WINNER OF THE
RECENT COMPETITION



COMMITTEE MEMBERS

Chairman	Trevor Hall	FARL	
Secretary	Liz Doe	FARL	
Treasurer	Harry Iles	ATE	
Publicity	Bob Nicholls	ATE	Int Tel 2676
Purchasing	Ray Curnow	ATE	
Purch. Asst.	Derek Raymond	ATE	
Membership	Jackie Cook	PSD	New Rd

DIVISIONAL REPS

ADD	Alan Ward	Int 2938
AS&R	Jerry Barrett	2831
CACD I	Gerry Sharp	2922
CACD II	Steve Esterbrook	2803
COD	Steve Jamieson	2666
EDP	Kevin Weller	2562
IND	Mike Tomkins	2398
ISD	Stewart Ashdown	2918
MASD	Gary Pilbrow	2257
Training	Barry Wallington	Med 47923
BP	Alan Hayesmore	Med 52094
EMC Gads H.	Steve Cross	
CMS	John Sampson	Int 2598
GA v Stands.	Roy Haigh	2432
FCD	Mike Welham	
FARL	Rob James	
PSD	Jackie Cook	
ATE	Bob Nicholls	

SUBSCRIPTIONS for existing members are now due and should be paid to your Div. Rep. or forwarded to Ms. Jackie Cook at PSD TECH PUBS, NEW ROAD. Please tell her if you are an existing member. Quote your MABCUB membership number if possible and tell her of any changes in your location, equipment owned or interests.

THE FOLLOWING IS A SAMPLE OF THE LARGE RANGE OF ITEMS AVAILABLE FOR PURCHASE THROUGH THE CLUB.

The items below will be of particular interest to new BBC owners

DATA RECORDERS

Acom
Ferguson

T/V MONITOR

Ferguson 14 inch RGB/
Comp. Video

JOYSTICKS

Keypad Voltmace Delta
14b Handset
14b Adapter
Driver Cassette

CONTACT YOUR DIVISIONAL REPRESENTATIVE FOR FURTHER INFORMATION ON THESE OR ANY OTHER REQUIREMENTS.

WATCH NOTICE BOARDS AND GA v NEWS FOR SPECIAL OFFERS

FORTHCOMING MEETING

Tues 5th February 1985 at the Club House, Hoo.
Further details will be posted on notice boards nearer the date.

PLEASE COME ALONG!!!
PROSPECTIVE MEMBERS WELCOME!!!
YOU WILL FIND PLENTY OF PEOPLE WILLING TO GIVE YOU THE BENEFIT OF THEIR EXPERIENCE AND ADVICE.

In addition we can obtain:
SOFTWARE
PRINTERS
DISC DRIVES/INTERFACES
COMPUTERS
SIDEWAYS RAMs
MODEMS
GRAF-PADS, LIGHT-PENS
2nd PROCESSORS
DISCS, PRINTER-PAPER
ETC., ETC.

Advertisement

WANTED

EXTENDED BASIC MODULE FOR TI 119
COMPUTER OR DETAILS OF ITS
CONTENTS.

Roger Bishop FCD (2808)

MAV/BP KENT COMPUTER USERS CLUB MEMBERSHIP APPLICATION FORM

Name.....Div

Mav/BP Club Membership No.

Tel Int.....Ext

Please enter make and model computer presently owned or proposed.

Do you own any peripherals? Please specify:-

.....

Computing interests:- (or comments)

.....

Fee: £2.00 for membership from 1st October to 31st September.

Please send completed forms to: Ms. Jackie Cook, PSD New Road.

PLEASE MAKE CHEQUES PAYABLE TO MABCUB

If you are not an MAV/BP club member or do not wish to join the computer users club at the moment please still indicate if you are interested in joining. Remember you don't have to own a computer to join, your immediate family may wish to have access to the users club facilities, associate members will be free but subject to club constitution and rules.

MAV/BP Sub Aqua Section End of Season Presentation Dance

On Saturday, 27 October 1984 at the Social Club, Hoo, the Sub Aqua Section held their End of Season Presentation Dance. The awards and recipients were as follows:

Biggest Crab	— Mike Smith
Biggest Lobster	— Steve Curtis
Up and Coming Diver	— Tony Furness
Diver of the Year 1984	— Barry Curtis
Best Find	— Barry Curtis
Best Photograph	— Gordon Westrup

Also, a plaque for Diver of the Year 1983 was given to Barry Curtis. The awards were presented by Roy Davidson, South East Regional Representative for the Sub Aqua Association.

Due mainly to the efforts of Dave Wylie, Vic Haywood, Donna

Newton, Joyce Newman and Alison Fillery, £85.00 was raised towards the Boat and Engine Fund.

Thanks also go to John Gwynne and Donna Newton for the funds raised by Water Skiing and Sponsored Swim.

Retired Personnel Club

The October meeting was welcomed in an expectant manner for this was one of the planned highlights of the year, and it fulfilled all expectations. The entertainment was provided by the Works' Concert Brass Band, under the direction of Ian Walton. The programme was one of pleasure and delight, being well known pieces from the Musical Shows, famous scores, and nostalgic items, both from the full band and soloists. The programme was fully appreciated by all present and the remark of "roll on next year's concert" expressed the delight shared by all of a full non-stop hour

programme. At the preceding business meeting, details of the proposed Christmas Party were announced, and the menu approved. Names were taken for this event. Several new members were present, and received the usual welcome, as did those celebrating Birthday and Wedding Anniversaries.

The November meeting was well supported, being one of the largest gatherings held for some time. The business meeting followed the usual pattern, the members also being informed that Bert Belson the Treasurer was indisposed after his holiday, which he spent in a Spanish Hospital.

Forms on which members stated their selections of the Christmas Party menus were collected. A nostalgic evening of music and song was provided by the Wallace Collection, a local musical entertainment group. Artists performed solos, duets, and backed by the company, while others performed their interpretation of well known numbers in costume, and the hour passed by too quickly.



Sports and Social Club round up



Rugby Section

The 1984/5 rugby season got off to a difficult start with the opening match away against Gravesend. Although the "Bulldogs" were ahead at half time, they eventually succumbed to great pressure from the Gravesends under 18 colt side, including at least five county representative players, by 20-12.

Despite this minor setback the young squad of players managed to pull two good wins off in a row against Old Gravesendians and Sheppey.

However, the high standards which the team set last season meant that at the next match at New Ash Green the Bulldogs faced a team comprising first and second team members and were narrowly defeated 14-12.

After being defeated the following week by a very strong Medway side, the Bulldogs had to face a Dutch representative side from Rotterdam which included an ex under-16 international prop forward and also an ex under-21 international three quarter.

Eventually the final score in this hard fought match was 27-12 to Rotterdam.

After a narrow defeat by a side preparing to go on tour from the Meopham area, the Bulldogs took the field for perhaps their "finest hour" against Lordswood away from home on a day where the whole team clicked into gear to win by a margin of 41-0, the only setback was when tight head prop Mark Lambkin had to be helped from the field and taken to hospital where it was later discovered he was suffering from three broken ribs, acquired the day before.

Unfortunately some of these games had to be arranged after Anchors, North Kent Police and Dartfordians had been forced to cancel.

From these first few games and results you can see the commitment shown by a squad of only 21 playing members. For this reason we would like to encourage both new playing and social members to join from amongst the working employees and families of both GEC Avionics and BP.

Date	Venue	Opponents	For	Against
9/9/84	Away	Gravesend	12	20
16/9/84	Away	Old Gravesendians	12	0
23/9/84	Home	Sheppey	24	0
30/9/84	Away	New Ash Green	12	14
7/10/84	Home	Medway	9	24
14/10/84	Away	Rotterdam	12	27
21/10/84	Home	Meopham Touring	4	10
28/10/84	Away	Lordswood	41	0
18/11/84	Away	Sheppey	32	4
(TOTAL TODATE)			158	99

Due to the dedication shown by the players we would like to ask anybody with reasonable knowledge of the game to come forward to act as team coach.

Anybody interested in joining the Section in any capacity please contact Andy File (CACD, int 2220), Martin Weller (CACD int 2950) or Ian Brimelow (ISD, int 2609).

This report was a front row effort by Andy File, Mark Lambkin and Gary Lambkin.

The team before the spectacular win at Lordswood. (Top L-R) Steve Briggs (ISD), Mark Lambkin (AS&RD), Adrian Majerski (FCD), Andy File, Capt. (CACD), Jim Rowe (AS&RD), Jason Stone (GAv), Dave Davis (guest) and Martin Weller, Secretary (CACD). (Bottom L-R) Ian Brimelow (ISD), Simon Riddford (guest), Gary Lambkin (MASD), Brian Steven (Fisher), Gavin Callier (CACD), Lynton Slickings (guest), Mark Brassel (guest), Paul Pledger (AS&RD).

Action in the line-out.



CLUB-HOUSE ATTRACTIONS

NETBALL CHRISTMAS DISCO
with
"X-OCET"
Saturday 22 December
8-11 pm
Tickets from
Maureen Hughes - Med. 252030
and the Bar

CHRISTMAS DAY
CLUB BAR OPEN 12.00 - 2.00
BOXING DAY
CLUB BAR OPEN 11.00 - 2.00
ALL OTHER FACILITIES CLOSED

CHILDRENS DISCOS
Friday 28 December
Friday 4 January
Friday 1 February
7 - 10 pm

NEW YEAR DANCE
with
'AURA'
Saturday 12 January
7.45 - 11.45

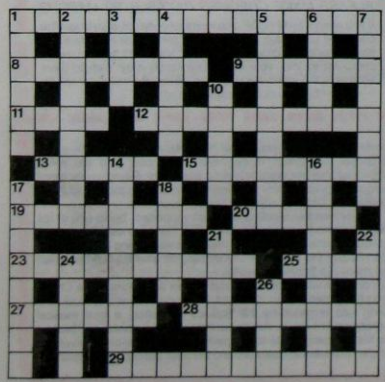
CHRISTMAS EVE FAMILY FUN NIGHT
with **KEITH HOWARD**
Admission Free but
£1 Guest Levy at the door
after 6.00

NEW YEARS EVE
Dance & Celebration
"WHISPER"
and **CABARET**
RAFFLE
Admission Free but
£1 Guest Levy at the door
after 6.00

IND COOPE DISCO NIGHT
with **Radio 1 DJ**
Friday 11 January
or
Friday 18 January
8 - 11 pm
WATCH NOTICE BOARDS
FOR DATE

DANCE
with
'KINGS RANSOME'
Saturday 26 January
7.45 - 11.45

DON'T FORGET!
MAV/BP KENT CLUB
AGM
Thursday 7 February, 8.00 pm
THIS IS YOUR CLUB!



CROSSWORD NO. 67

- ACROSS**
- Day deam that fly by night. (7-2-3-3)
 - Where a Steptoe may do business. (4-4)
 - Drawing to a close. (6)
 - Invitingly kissable. (4)
 - Pals or mates of former times. (3-7)
 - A record you may want to forget, because it is (1-4)
 - Having gone through legal fight for freedom. (8)
 - A flower having midas touch. (8)
 - What Tonvill and Dean do to win. (5)
 - The extent of one's knowledge, for performance. (10)
 - A beast, with antlers. (4)
 - Black Magic or curse. (6)
 - Markings for correct travel. (4-4)
 - Sign posted way out. (6)
 - The result of job well done makes you do. (5)
 - Full stop! (1-3)

- DOWN**
- Soothe by flattery or deceit. (6)
 - Decorators aid to clean off. (4-5)
 - Agenda or range of items. (4)
 - For winding on to. (6)
 - It may take an artform or just another job. (9)
 - Bring into line. (5)
 - Recording presence or official record. (8)
 - Something to fasten or attach. (5)
 - 'Nickname' for a foreign mountain (5-4)
 - Not having time to spare, a motorist overtakes badly. (3-2-4)
 - Getting better doing it. (8)
 - Flowers do in spring again. (5)
 - The towel is handy to do it. (3-3)
 - Sign posted way out. (6)
 - The result of job well done makes you do. (5)
 - Full stop! (1-3)

- Solutions to Crossword No. 66**
- ACROSS**
- Katzen; 4. Slapdash; 10. 11. No half measures; 13. Transpeit; 14. Dance; 16. Nape; 17. Corona; 21. Strain; 22. Polo; 26. Rouge; 27. Misnomer; 29. Generous; 30. Abroad; 31. Expedite; 32. Leaky.

- DOWN**
- Schnapps; 3. Enlist; 5. Leek; 6. Pasadena; 7. Airing; 8. Hostel; 9. Instant; 12. Special; 15. Francis; 18. Steel rod; 19. Form Book; 20. Joy ride; 23. Brogue; 24. Turn up; 25. Enable; 28. Punt.

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

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

Produced by Phoenix Publicity and Print Limited, Bradford for GEC Avionics Limited. Kent and printed by John Hirst & Company Limited, Cleckheaton, Yorkshire.