

NEWS

ISD, MASD, FCD swell the exports....

ASW System contract for Royal Navy's new helicopter



The projected EH101

MASD have won a prime contract with MoD (PE) to develop for the Royal Navy an advanced anti-submarine (ASW) system to be fitted to the Anglo-Italian EH101 helicopter. This system, AQS 903, will provide much greater power than ever before to detect, identify, locate, and track all kinds of submarines, using acoustic processing techniques. The advanced digital

processor at its heart, developed by MASD, uses the latest VLSI technology. AQS 903 will work in conjunction with any combination of sonobuoys current in NATO or projected, also with dipping sonar, and will meet the Navy's requirements into the next century, as well as matching the needs of many other maritime patrol aircraft and ASW helicopters.

Air Data System chosen for new Italian helicopter

ISD have been selected to supply their "omnidirectional" air data system for the new A-129 MANGUSTA (Mongoose), Anti-Tank/Scout Helicopter being built by Costruzioni Aeronautiche Agusta.

The system measures and displays airspeed anywhere between hover and the maximum value, as well as the direction in which the helicopter is moving.

Specifically, the system measures longitudinal (forward or rearward), lateral and vertical airspeed, temperature, static air pressure and rotor downwash velocity.

This information greatly increases the pilot's ability to maintain accurate airspeed

and altitude over the helicopter's full flight envelope as well as improving fire control and navigational accuracy.

ISD is supplying four ADS to Agusta for the flight development programme, commencing with the first airframe to incorporate the "avionics bus". Further deliveries, for production versions of the helicopter, are expected to commence in 1986/87.

ISD also supplies an omnidirectional Air Data System to Bell Helicopter-Textron and the US Army for the AH-1S Modernised Cobra. Orders for those systems currently exceed 800.

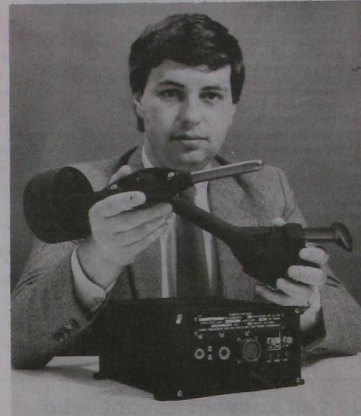
New A320 Airbus to have "fail-safe" digital Slat and Flap Controls

Flight Controls Division, which has supplied over 200 all-digital control units for the wing-mounted slats and flaps of the A310 and A300-600 Airbus, have now been selected to supply a new version for the Airbus Industrie A320. They have again joined forces with Liebherr Aero-Technik GmbH, of West Germany. The computers automatically ensure safe operation of the A320's powerful slat and flap control surfaces, during take-off and landing, and set the position of the control surfaces in response to the pilot commands. Wrong operation of the slats, or of the trailing edge flaps is inhibited automatically and the flight crew warned.

In particular, any condition which might possibly cause asymmetric (one wing only) operation is prevented, and any failure which might cause a control surface "run-away" is automatically isolated.

The design incorporates the principle, pioneered for Airbus, of using dissimilar microprocessors incorporating different architecture, instruction sets and software, each having to agree with the other for the control to operate. This avoids the possibility of common faults and provides a very high level of "fail-safe" integrity.

Unique helicopter system — measures speed in all directions



The small team in ISD responsible for the Mangusta programme is headed by Simon Hellyer, Project Manager Helicopter Air Data Systems, seen here with the swivelling Airflow and Direction Sensor and Electronic Processor Unit.

Simon has been nearly ten years in ISD, where he started as Computer Programmer and was promoted through the Systems Engineer group. He has worked on the division's Map Reader and SCADS projects as well as Cobra, the forerunner to the Agusta system. He is assisted by Nick Hatton, 5½ years in the division, and Pete Arais, ex-apprentice with 9 years service — both are Development Engineers.

Fokker select Avionics Mission System for Maritime Enforcer

MASD, who already supply ASW systems for the Fokker Maritime Enforcer, have now been selected to integrate the aircraft's complete Mission Avionics. This and its sub-systems are designed for efficient operation in a wide range of roles and conditions, achieved through the flexibility of the Common Control System and the use of standard, multi-role, control and display units for aircrew.

A key element is the AQS-902 Acoustic Processing System which is in service with the Royal Navy and other operators. It is part of a complete suite of mission sensors,

including radar, electronic support measures, and infra-red detection systems.

Also part of the Mission Avionics is the Central Tactical Processing System, known as TATTIX. This processes data from the navigation and sensor systems and aids the crew to assess and control the tactical situation and in the selection and release of weapons.

Central to the system is a MIL-STD 1553B Communications, Navigation Interface Unit, which links all the mission sensors and sub-systems to all navigation and communications systems on the aircraft.

.... and Paris Air Show provides a shop window!

GAV was not exhibiting in its own right as at Farnborough, but the company's products were featured prominently on several customers' displays. Delegates from 33 nations were thus able to see our equipment integrated with the complete avionics systems of aircraft for which it is destined.

Fokker's Maritime Enforcer was presented on static display with its enhanced avionics, to be integrated as a complete system under MASD's management. The earlier version of the aircraft was introduced at Farnborough last year.

The Agusta A-129 'Mongoose' featured ISD's Air Data System.

Aermacchi SpA of Italy demonstrated an Advanced Avionics Configuration centred on a GAV integrated navigation system produced by Airadio Products Division at

Basilidon. This AD620K system, which has the computer architecture and software needed to integrate, for pilots, the operation of all on-board navigation and instrument systems, has recently been chosen by Aermacchi for both single-seat and two-seat versions of the MB339 which in the latter case, is equipped with a head up display in the rear cockpit. This is an advanced trainer and close support aircraft; the power of the computer derives from ten microprocessors used for individual computing tasks, and the demonstrator on Aermacchi's stand was programmed to show the facilities available to pilots, in a moving display.

Particularly significant in the aftermath of adverse publicity, about the existing RAF AEW Nimrod project was the announcement made at Paris that Borehamwood's very advanced APY920 Mission Avionics, a derivative of AEW

Nimrod, has been chosen by Lockheed-Georgia for the Lockheed C-130 Airborne Early Warning System. Having successfully completed their engineering feasibility studies, the two companies are actively assessing the world market for the C-130 AEW System.

In a joint announcement GAV expressed enthusiastic support for this enterprise as a unique opportunity to bring to market, world-wide, an affordable full-capacity Airborne Early Warning System. No other military transport is operated more widely than the C-130 Hercules or has such well-established logistic support facilities. Over 1000 military versions have been built out of nearly 1800 total in over 40 types. The companies believe that with receipt of sufficient orders from the international marketplace, Lockheed and GAV could launch a production program in 1986. First aircraft delivery would take place within 36 months of go-ahead.

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



GEC Avionics (Rochester) Long Service Association

The following members have been welcomed into the Association recently:
 B.J. Lauder (CACD), J.E.R. Fogg (CQD), J.R. Brambleby (GSD), R.G.C. Masters (ASRD), J.A. Coomber (ADD),

A.W. Blight (ADD), S.G. Dalton (GSD), S.F. Baldwin (EDP), A.J. Crack (ADD), O.W. Douglass (ATE), L. Nash (ATE), R.H. Smith (GSD), J.G. Pragassa (CACD).

Do you know of anyone who can offer accommodation?

Over the next two to three months, a number of Company-sponsored students and other students new to the company will be needing accommodation

locally — digs, flats, furnished rooms, single or shared.

Can you help?
 Contact **Pat Brissenden** (Int 2465), Personnel Dept.

'CHILDREN AT RISK'

GA's involvement with local community worthy causes has again been exemplified in the 'Children at Risk' competition which has just closed. This computer program design competition was organised by Medway ITeC and the Medway Crime Prevention Unit, also supported and publicised by the 'Chatham News'.

The object was to design an entirely original program — able to be understood by infant and junior school-age children — highlighting up to 8 potentially risky situations

leading to possible injury for example on the road or in the home. By interaction with a home computer, the child can learn right and wrong responses to a situation and understand the dangers and the correct action to take.

On July 27 finalists will demonstrate their programs at ITeC, and the final judging and prize giving will take place. The first prize is to be a BBC 'B' microcomputer which has been donated by GEC Avionics. Later there is to be a local display of the winning entries.

Graduates' Association helps Cancer Relief

The Macmillan Cancer Relief Fund has benefited by £500, the proceeds of a recent money-raising event held by Rochester Graduates' Association.

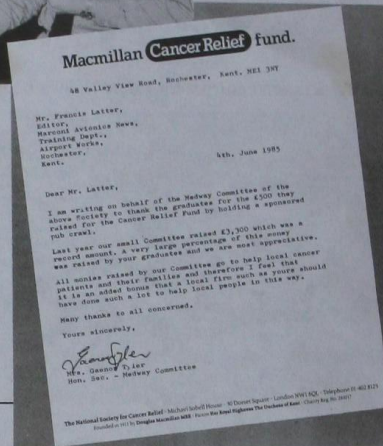
Neil Milner, FARL's representative of the Association, handed a cheque to Mr Alexander, for presentation on behalf of the company to Alan Wifien, who had come down from Cancer Relief to receive the donation. In thanking the company, Mr Wifien explained that his organisation was doing much in this area to help patients and their families, for example with financial aid (such as holiday costs for the family of a boy with leukaemia or winter fuel bills) and counsel and facilities for the relief of pain. Nationally, the Macmillan Fund provides over 200 home care nurses (1 in Medway) and has funded the building of 13 care homes for the NHS. Mr Alexander in handing over the cheque remarked that the Association's efforts helped prove that "Youth is not all bad".



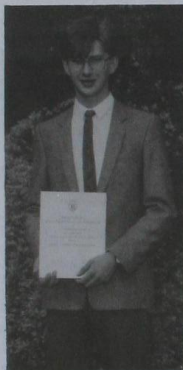
Neil Milner giving the Graduates' Association £500 cheque to Bill Alexander.

have been day trips to France, visits to theatres, and Discos.

GA News passes on the Association's thanks to all who have given their support, both of money and time.
 P.S. The following letter of thanks has come in.



Chris's Gold Award



Before joining GAV as Student Technologist last September, **Chris Hodgson** completed the tasks needed for attainment of the Duke of Edinburgh's Gold Award. The medal was given to him last Christmas at a ceremony by the borough dignitaries in his home town of Kingswinford, near Wolverhampton. Chris is now well past the halfway mark of his year of training prior to going up to Manchester University this autumn to read BSc. in Electrical and Electronic Engineering. Here is his account of the presentation in London.

'On May 1st, I attended a Duke of Edinburgh's Gold Award presentation. My first sight as I arrived was a queue of people from all over the

country, which wound its way around the corner from St. James's Palace and into the Mall, with harassed policemen forcing smiles as they tried to organise the 350 award holders and their 500 guests (mostly mothers, I wonder why?), as they prepared to enter the palace.

Because of the large number of people (there was to be a second ceremony in the afternoon), it was impossible for the Duke to present the awards individually to each person.

We were assembled in the various state rooms of the palace, and as the band stopped playing we took up pre-rehearsed positions in small groups. When the Duke entered, he chatted informally to each group for a few

minutes, before passing the certificates to an Award Official who made the presentation.

The award itself consists of four main sections, which are community service including a residential course, learning a new skill or interest, a fifty mile expedition in open country and a sport or physical activity. Personally I was involved in activities ranging from assisting at a youth club, to helping out with (other) animals on a farm; the new skill was writing a suite of computer programs.

The award and award ceremony came as a pleasant bonus to what had been a thoroughly enjoyable two years work.'

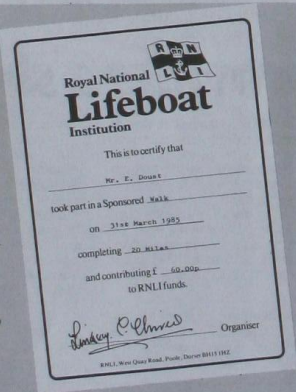
Chris Hodgson

Ted Doust's Walk

Ted Doust, Inspector in CMS, heard that his son was going on a sponsored walk for the RNLI and decided to go along as well. Ted, being an ex-Navy man, has an interest in the Lifeboats and felt that even getting near his retiring age this was a first-time effort he should make. The walk right round the Hoo peninsula attracted around 300 walkers and around £20,000 was raised.

'I would like to take this opportunity to thank everyone in various departments, who so generously supported me on the March 31 sponsored walk for the RN Lifeboat Institution thereby enabling me to raise £60.

Thank you so much
Ted Doust, CMS Insp.



FIND YOUR WAY AROUND

Kent shows the way ahead

As residents of Kent we can take advantage of an experimental tourist road sign scheme being introduced into the county to discover *for ourselves* more of the many attractions that Kent has to offer.

The new sign system is intended to inform, and hopefully divert, some of the thousands of tourists who use the county merely as a corridor between the coastal ports and the rest of the country.

As Bill Burnett, Director of the South East England Tourist Board, explains:

"Kent's road system still does exactly what the Romans intended. It speeds travellers straight from point-of-entry to principal city. Not until the advent of the M25 has the pattern altered.

For the Romans it meant that troops disembarking at military ports, like Richborough near Sandwich, could march swiftly inland.

Today it means that millions of visitors – 25 per cent of all Britain's overseas tourists – can arrive at Dover and Folkestone (plus the extra thousands who enter via Ramsgate and Sheerness) and travel non-stop through Kent, uninformed and almost unaware of the county's attractions.

Many arrive with no clear concept of where they want to go and they could be lured away from the 'corridor' if they were told what there is to see and do.

Even among those who originally planned to head direct for London or the West Country, there are countless motorists who find they need accommodation, food and petrol and who – once helped to find them – might prolong their stay.

Tourism has been a vital part of Kent's economy for centuries and the county has long experience of providing the infrastructure travellers need. But increasingly fast roads, more vehicles using them, and greater leisure time have thrown up a new set of traffic problems.

Medieval pilgrims, like Chaucer's ambling along to

Canterbury may have made the Pilgrims' Way busy by 14th century standards, but they were never in danger of



overshooting the motorway exit to St. Thomas à Becket's shrine!

Realizing the importance of its signposting problems, Kent's was probably the loudest county voice urging the Government to make signposting a priority in its tourism review.

As a result, Kent was given the go-ahead to draw up proposals for an experiment in innovative tourist road signs, which, it is hoped, will set standards for a new approach to signposting throughout the country."

Signs ready for summer

In September of last year the county council began the experiment around Canterbury and Dover and was aiming to have covered the rest of the county in time for this year's visitors.

"I believe the lack of interesting and informative road signs aimed purely at tourists has led to many of them, sticking to the motorways between London and the Channel ports."



denote different types of tourist attraction. 'It won't be long before tourists learn to watch out for their particular sign, especially as the same colours are used for similar signs on the Continent,' Clr Hart added.

The use of brown and white – first suggested because of the county's volume of overseas visitors – clearly distinguishes the signs from blue motorway and green trunk road signs.

Diagrams

More than a dozen new symbols extend the present range of historic house, castle and Tudor Rose emblems. In this area, the rose (introduced in 1982) denotes all types of tourist attraction with 5,000-plus attendances a year. But using the rose, KCC

decided, did not go far enough in assisting motorists.

Like all the best experiments, the council's signposting project combines innovations with well-tested elements. Two major ingredients are signs already permitted within highway regulations. The remaining five, including the new colour coding and symbols, needed Department of Transport approval to go beyond present constraints.

A preliminary survey, conducted in East Kent, revealed to KCC that a surprising number of tourist enterprises do not use signs they are entitled to.

The county's first proposal, therefore, was to step up awareness among site owners and operators of the signs they can apply for. Once size and location are agreed, owners are encouraged to buy the new-style signs.

Where attractions and sites are already signed, KCC will finance replacements bearing the new colour code and symbols.

Any place to visit that can 'reasonably' be defined as a tourist attraction is eligible for a tourist sign, according to Kent County Council, and for places open fewer than 50 days a year they have obtained approval for removable signs hinged to existing signposts.

The KCC is determined its experiment will not result in uncontrolled growth in the number of signs and fully recognises the need to balance tourism, conservation and safety considerations.

TIPs

Greater use of Tourist Information Points (TIPs) showing local and county details is another principal feature of the experiment.

Around 40 new TIPs, each with advance information road signs, are planned for lay-bys on main transit routes and town approaches, existing and proposed motorway service areas, and country parks and picnic sites.

Leisure drives

New leisure drive signs will replace the AA and RAC Blossom Routes to guide motorists along three country tours of East Kent, the High Weald and the Heart of Kent. Separate symbols and trail leaflets are planned and, if necessary, additional road signs will show places to visit just off the trails.

In all, Kent estimates it will put up more than 800 new signs by the main holiday season.

As residents we can use these new signposts to get to know our county better.

Approved new symbols in the Kent experiment



English Tourist Board

This article is based upon a feature which appeared in

Tourism in Action, the newspaper of the English Tourist Board, and we acknowledge the source of our information.

1985 Haskett Trophy for Engineering Achievement



Mr Alexander is pleased to announce that the two entries submitted for the 1984/85 Haskett Trophy Competition have now been adjudicated. The Panel comprised: Dr BJ O'Kane (Chairman), Professor JT Shepherd, Mr PB Rayner, Mr PW Smith and Mr GC Howell. Mr Howell is the Director of Research of the Civil Aviation Authority and we are pleased to have had him as a member of the Panel.

The winners of the competition are all in FCD, namely Dave Salvage, Project Manager, Nigel Wright, Software Group Leader, Graham Wisdom, Computer Programmer, and Duncan Buchanan, Computer Programmer, with their entry 'Dissimilar Software'. They will share a prize of £1,000.

This is the first time a software entry has won the competition and reflects the vital and growing importance of software in all of our systems. The entry covered the very successful use of the technique in the Flaps and Slats Computers used in the Airbus Industries A310 and A300-600 airliners where the pilot controls the flaps and slats through these computers with all-electric links to the motors operating the flaps and slats. This eliminates the bulk and complexity of the mechanical control systems of push rods and linkages used on most aircraft, but places a requirement for very high integrity from the computing system.

The system uses two independent Flaps and Slats Computer Units housed in separate boxes and each capable of controlling the flaps and slats on its own. Each Computer Unit has two independent processors carrying out the control task so that a failure can be detected and isolated.

The key achievement by the team has been to implement a system of dissimilar software suites which ensures that there is no possibility of an undetected software error in one computer, however unlikely, being present in the companion computer channel and thus hazarding the system. The implementation of this technique to the satisfaction of the Civil Certification Authorities has required a very rigorous and professional approach which the team have convincingly demonstrated.

Nearly 300 systems have now been delivered to over 15 different airlines and over half a million flying hours have now been accumulated by the systems in service without a single hazardous incident. The success of the dissimilar software technique has thus been demonstrated by the current Airbus programmes and together with continued studies into improving the techniques have enabled FCD to propose the technique for a number of future programmes. Since the entry was submitted they have been formally awarded the Flaps and Slats Computer for the new A320 Airbus programme.

The second entry by members of FARL, Trevor Hall, Project Manager, Steve Heptinstall, Systems Engineer, Dave Larner, Snr Development Engineer, and Arie Vandertak, Consultant Engineer, was for the "Optically Signalled Flight Control System" which has been installed in the Airship Industries Skyship 600 Airbus. This system will be a world first in that the airship will be controlled entirely by signals transmitted along 12 fibre optic cables with no mechanical control system of cables and pulleys as a back up. In addition to the fibre optic technology the system uses a new electric actuator and incorporates a flight control computer which can be extended to include the autopilot capability.

The entry was judged to be of high technical merit and an award of £200 is being made to the team.

In conclusion, Mr Alexander expressed the Company's appreciation for the effort put in by all the entrants, and his congratulations to Dave Salvage and his team.

The presentation ceremony is due to take place at the beginning of August.

The Canadians visit Rochester

On 7th May the company hosted a visit by about 25 officers mainly from the RCAF, comprising Instructors, Course members, and HQ Staff undertaking Course 37 of the Canadian Armed Forces Aerospace Systems Course. The CAFASC gives suitably qualified officers post-graduate education and training for appointments involved with Operational Requirements and the acquisition, analysis, and evaluation of aerospace systems. Each course makes a tour in Canada, the USA and Europe, including establishments and major companies. This course visited Rochester to bring its members up to date with advanced systems developments and major programme achievements.

Company hosts were led by Jack Pateman, Bill Alexander and Prof. John Shepherd and the formal part of the visit was a series of talks from management and divisional experts. Malcolm Moulton gave an



overview of the company and its activities; Peter Duckworth spoke on MASD's Airborne ASW and other systems, Dennis Halliwell of GSD on the Digital Colour Map Display, and Alan Fisher, CACD, on Fly-by-wire and Fly-by-light systems. Gordon

Walker from ISD presented Stores Management, SCADCs and other equipment, Rodney Tester PSD's F-404 Engine Test Facility, and Sid Sowler ADD's, HUDs and night vision systems. A K Frost of EOSD Basildon, and Tom Hamill for FCD's RPV and Phoenix programmes rounded off a busy day.

The Tour Commander, Brigadier General LC Price CD, Commander 14 Training Group, spoke on behalf of the Instructors from the Canadian Forces Aerospace and Navigation School and the course members, thanking the company for their hospitality and the effort put in by contributors. He had no idea, he said, that GAV could sustain so many major programmes throughout the world as had been described to him. He congratulated the company on the high standard of the presentations given to the course, and as a mark of their gratitude he handed over a plaque commemorating the visit.

Q.A. Apprentices make their mark

With successive generations, the younger generation is usually criticised by those preceding it. It was nice therefore at the end of March to demonstrate publicly, that not all the younger generation are "mumchance morons". In fact we feel that the younger generation are no different to their predecessors, given the chance. That was the sort of response that **John Elliott** and **Scott Drayton**, (pictured above), evoked when they displayed their practical and public relation skills, demonstrating express service microsectioning at the "Circuit Technology 85" exhibition at Olympia on 27th March.

Both were final year apprentices when they were manning the open PCB "Microsections Clinic" conducted by Airborne Display Division Quality Assurance Department at the exhibition at the request of the Institute of Circuit Technology. Without any inhibitions they presented a facet of their abilities which was appreciated by the large numbers of "patients" who attended.



John Elliott with Bill Burke, Senior Q.A. Engineer



Scott Drayton

Most were surprised to discover that the young men with all the quiet confidence and enthusiasm, were indeed apprentices.

The aim of the clinic was to demonstrate high speed precision microsectioning techniques to the printed circuit industry, and to provide a diagnostic service, where clients could present board problems for investigation and analysis together with corrective action recommendations, following discussion with Clinicians Alan Dane and Bill Burke.

The "Clinic" was a huge success with surprisingly most problems being presented by, would you believe, the

PC manufacturers. To quote one particular query, from the Managing Director of one major PC company to the apprentices, "How can you guys produce sections in a couple of hours, when my chaps want fifteen?". Whatever the reply given, we think the answer is "know-how", training and the ability of the younger generation to learn fast. These two examples of the GEC Avionics apprenticeship scheme, did the company proud.

To quote the Exhibition organiser "If this is a sample of our future engineers, we have nothing to fear for the well-being of the Industry".

Bill Burke

Prompted by the picture of Staff Ellis in top hat at Buckingham Palace, someone was reminded that Staff is still going up in the world — or maybe coming down to earth and back at work! Here he is, kneeling on the tailplane of the Royal Aircraft Establishment's BAC 1-11 some 25 feet above the ground, discussing the control runs for a Fly-by-light system for the 1-11. With him are Peter Keay (Consultant, GAV) and Gordon Engle of RAE.



A Bunch of Bright Ideas?



Put Yours in the Suggestion Box!

MASD Superstars '85

'Several lights have been hidden under the bushels' was how Laurie Hampson, MASD's Divisional Manager described the MASD 1985 Superstars Competition. A fiercely contested but always sporting competition was held in April with competitors each completing six events from a list of seven. The standard was high indeed. Who would believe that a county class swimmer like Colin Matthews would be beaten or that it would take a Kent AAA athletics champion to win the 800m on the track? Best of all was the spirit among the competitors who had a week of events culminating in the Awards Ceremony on Friday April 16.

There will be much to savour before next year's re-run. To quote Laurie Hampson 'Simon Lowndes went super-sonic' on the Brompton Assault Course winning the event in 55 secs with no-one else getting inside a minute. Lowndes' attempt was looked on admiringly even by the army instructor supervising the course. It was perhaps the outstanding performance of the competition. MASD's pet gnome Ian Graham showed that he should perhaps be called a 'water sprite' for it was he who beat Colin

Matthews in an outstanding close race in the pool. Mark Walden, winning the 100m, just managed to finish ahead of Julian Watts. Adam Bridge ran away with the 800m, though not before being headed to nearly the half way mark by veteran Technical Manager, Dr Peter Carrington. Dave Humphrey changed from goal keeping to goal scoring to win the soccer skills test whilst Martin Watson won the throwing the cricket ball.

If ADD's experience is to be repeated in MASD (and this looks very likely) next year will see the number of entries doubled. But the standard could hardly be higher and it was all a great deal of fun.



Adam Bridge 'C' just manages to edge in front of Peter Carrington in the 800m, with Lewis Spillane in 3rd place. Adam, winner in this race, is the current Kent Senior steeplechase champion.



Ian Graham (MASD's pet gnome) leads Colin Matthews (chief buyer) over the assault course. Later in the week, Ian won the swimming in a high class finish, with Colin second.

Eventual overall winner and first in the Assault Course, Simon Lowndes leaps from the scramble nets at Brompton Barracks.



From left to right, Lewis Spillane, Dave Humphrey and Andy Bulford, the first 3 in the soccer test. Dave, the winner, also kept goal for the other competitors to make sure of his win!



Julian Ledbrook on the cat walk - one of the losers without whom there would be no winners! Julian gave it all but was one of the few who failed to score a point. We all hope he will be there trying again next year.



MASD Divisional Manager Laurie Hampson presents the overall winner Simon Lowndes with his trophy. Simon works in Test Engineering in MASD's Production Department.



Watching the soccer test at the Social Club ground. No, the injury did not come from the competition! The soccer test proved harder than expected with nobody scoring five goals from five attempts.



A competitor attempting to influence the referee? Technical Manager Dr Peter Carrington (on right), placed 22nd in the competition, discusses results with John Tabbot, Chief Engineer and referee, and Alan Gallagher, Chief Systems Engineer.

Overall Result

Rank	Name	Points
1	Simon Lowndes	48½
2	Mark Walden	38½
3	Martin Watson	29
4	Colin Matthews	27½
5	Andy Bulford	27
6	Adam Bridge	27
7	Ian Graham & Guy Webber	21
9	Julian Watts	20
10	Andy Gray	18½

Also taking part were (in order) Tim Baldwin, Paul Wilmott, Lewis Spillane, Dave Humphrey, Mark Catt, Harry Stewart, Bohdan Rainczuk, Brian Nock, Bob Telford, Alan Hodge, Kevin Golding, Peter Carrington, Tad Wenhryniuk, and Julian Ledbrook.

Individual events

Event	Rank	Name	Time
100m Sprint	1	Mark Walden	12.8 sec.
	2	Julian Watts	13.0 sec.
	3	Simon Lowndes	13.1 sec.
800m	1	Adam Bridge	
	2	Colin Matthews	
	3	Guy Webber	
Assault Course	1	Simon Lowndes	55 sec.
	2	Andy Bulford	1 min 03
	3	Ian Graham	1 min 04
Swimming	1	Ian Graham	26.5 sec.
	2	Colin Matthews	27.6
	3	Simon Lowndes	33.3

Event	Rank	Name	Time
Cricket Ball Throwing	Best of 2		
	1	Martin Watson	70.97m
	2	Mark Walden	63.73m
3	Tim Baldwin	63.19m	

Event	Rank	Name	Score
Gym Tests	Push-ups, squat thrusts & bunny hops		
	1	Simon Lowndes	
	2	Bohdan Rainczuk	
3	Paul Willmott		

Event	Rank	Name	Goals	Time
Football Skills	Five circuits and goals			
	1	Dave Humphrey	4 goals	1 min 25
	2	Andy Bulford	4 goals	1 min 34
3	Lewis Spillane	3 goals	1 min 26	



Martin Watson who won the cricket ball section and was third overall tries his luck at bunny hops. In the background waiting his turn is Bob Telford - a name to conjure with. Bob claims the prize for the oldest competitor and was 19th overall.



ISD Engineer Honoured by American Society of Automotive Engineers.



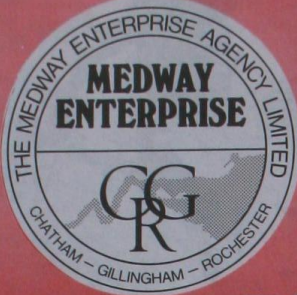
Derek Peddie, Principal Applications Engineer with the ISD Stores Management Group, was presented with a Recognition Award by the AE9A sub-group on 24 April, for serving with "Dedication and Distinction" on the AE9A Committee.

Derek is currently engaged in a Ministry of Defence Contract to coordinate the views of UK industry to the evolving STANAG 3837AA (MIL-STD-1760) which is intended to standardise the aircraft to weapon interface. In this post he frequently represents the views both of UK industry and of MoD at Government level meetings in the USA.

The AE9A is an advisory technical committee dealing with the MIL-STD-1760 standardisation subject, and as a result of Derek's positive contributions at meetings his membership of the sub-group was requested. He was subsequently

invited to take the chair of the AE9D (1760) sub-group, and will now also take the chair of the AE9A (1760) sub-group. In addition he has been appointed to the Steering Committee of AE9A and the Executive Committee of AE9D.

While these SEA sub-groups are strictly independent non-company allied committees, Derek's contribution has done much to enhance American opinion of the UK expertise, and by inference the capability of GAv. His involvement with this work has built up since he joined ISD in 1977, prior to that he was on attachment to Rochester during the last part of his 22 years RAF Service, of which 12 was spent with CSDE at Farnborough or here. There was a year spent at BAe Warton immediately after retiring from the RAF, but Derek has now settled back in Medway with his family. His elder son Stephen is a Software Engineer in PSD, and daughter Jeanne is a Progress Chaser in ATED.



GEC Avionics is much involved in sponsorship and support of the very successful **MEDWAY ENTERPRISE AGENCY LIMITED.**

Glyn Thomas, GAV General Manager, was a founder member and has been its Chairman since its inception in April 1982.

What is an Enterprise Agency? To the uninitiated, this is usually the first question. Most types of Agency act as a middle man between customer and supplier. Add to this that the major role of an Enterprise Agency is to assist in job creation and one assumes that it might be a jobs agency, which it is not.

The term 'Enterprise' is used in so many connotations, e.g. Enterprise Zones, Enterprise Allowances, Enterprise

Loan Schemes etc. It is not surprising that a definition is required. Complete confusion reigns when you add to the foregoing that it is unlikely that any two Enterprise Agencies are the same.

However, they all have one thing in common, their major objective, which is to harness the resources of a community for the benefit of that community on a local basis.

Their purpose is to make a positive contribution to reducing the number of unemployed and to contribute to the social well-being of a defined area.

The area of concern to this particular Agency is the Medway Towns and its Charter reads: 'An independent body formed to encourage and foster new businesses and

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Background - the local scene

In April 1981 a first meeting was held between the then Marconi Avionics Limited and BP Oil Kent Refinery Limited to discuss the possibility of setting up a local Agency.

At the same time, there were others in the community considering ways and means of setting up this type of activity but without coming to any firm decisions.

During the same year, the Government announced its intention to close the Dockyard and it soon became obvious that Medway's unemployment problem could reach serious proportions if something was not done to reverse the trend.

A number of committees and organizations were formed to either fight the Dockyard closure or to attract new business into the area.

One such committee, known as 'The Medway Development Committee', was formed under the auspices of the 'The Medway and Gillingham Chamber of Commerce'. Its aim was to form a focal point to attract and channel community resources into a meaningful campaign which would encourage new companies into the area to create alternative employment for those facing redundancy.

The Committee consisted of members of the business community and both local authorities. At the first meeting, objectives were defined and agreed and it was avowed that it was not going to be just another talking shop. The Committee thought that finance for the project might be made available by the local authorities.

At the second meeting it became obvious that this was not going to happen. Whilst Rochester City Council was prepared to finance a project aimed at reducing unemployment, they were not prepared to make the money available to the Development Committee. They wanted to do their own thing and out of this came the 'Medway Means Business' campaign.

Gillingham Council decided that they would continue to encourage developers into the area and await events. On this basis, there was no obvious role for the Committee and at the third meeting the Development Committee was wound up.

The Development Committee is mentioned because many lessons were learned from its failure and it played its part in the evolutionary process which led to the formation of the 'Enterprise Agency'. Its objectives were fundamentally the same but insufficient thought had been given to determine how these objectives could be achieved and, in particular, how it was going to be financed. Good ideas in isolation are insufficient for success.

The main purpose of an Enterprise Agency is to encourage the start-up of new businesses and to encourage the growth of existing businesses.

When one examines these requirements, it soon becomes obvious that larger companies can make a tremendous contribution - the skills and expertise required to start or expand small companies very often cannot be provided by those involved. These skills exist in the larger companies and if one is able to harness these and extend the thinking to involve the Banks, local Authorities and others of influence in the community, one has the basis for doing something meaningful.

In October 1981, the Medway and Gillingham Chamber of Commerce Industrial Liaison Officer, in conjunction with Marconi Avionics Ltd. and BP Oil, began to re-explore the possibilities of forming an Agency. Marconi Avionics' parent company, GEC, and BP were already sponsors of the successful London Enterprise Agency 'LENTA'.

Under the Chairmanship of Glyn Thomas, a first meeting of members of the local business community and others was called to which representatives from 'LENTA' and 'Business in the Community' were invited to give the benefit of their experience.

At this meeting a Working Party of 4 was formed, charged with the task of making specific proposals and to prepare a budget for the first year's operation.

By Easter 1982 twelve sponsors had been identified, premises selected and were in course of refurbishing, and the decision was taken to elect the original Working Party to be the Agency's first 'Steering Committee'. This Committee makes recommendations to the Board of Management on matters of policy and major decisions and makes decisions in the Board's name, on the day-to-day running of the Agency which are ratified as necessary at the following Board Meeting. Thus urgent decisions can be taken with minimum delay.

The Agency opened its doors for business as planned on 29 March some four months after the first meeting. The official opening was performed by Mr John McGregor, the Minister for Small Firms, on 27 April 1982, at the premises just opposite Chatham Station.

After three successful years, the Agency came to the end of the initial commitment undertaken by its founder sponsors. Since its inception there have been more than 2,300 counselling sessions. From these, 528 new businesses have begun trading. During the third year the number of existing businesses seeking assistance has doubled to 307. Of equal importance, 1,000 have been discouraged from starting. There have been 27 known failures to date, i.e. about 5%. As a result, over 2,000 jobs can be identified as being saved or created by their activities.

At its third Annual General Meeting, Agency Director Guy Sibley stated that over 2,000 jobs have now been created in newly-established businesses, or saved through the increasing job-saving success of counselling for existing firms.

The MEA, sponsored equally by Rochester-upon-Medway City Council, Gillingham Borough Council, the Medway and Gillingham Chamber of Commerce and by companies in industry and commerce, made known its decision to continue for a further three year term.

As well as the Councils and Chamber of Commerce, sponsors who are again backing the Agency are GEC Avionics, Barclays Bank, British Petroleum, Lloyds Corporation and English Estates. These are now joined by Grosvenor Developments (who built up the now thriving Gillingham Business Park) as sponsors for the new term. The MEA is confident of other sponsorship and local industry support, to enable it to bring new job creation schemes to fruition.

To date, the Agency has spent only £100 on average, per job created, a small fraction of the value returned to the whole community.

In addition to the 2,380 people counselled with expert advice in research, marketing, product planning, premises, and finance, the MEA has stimulated business opportunity through arranging 'Meet the Buyer' evenings at large local companies, introducing training courses for those new to business and by encouraging small businesses to develop intertrade, at regular meetings of Club Enterprise, whose members comprise over 250 entrepreneurs.

In his Chairman's report, Glyn Thomas stated 'It has been the Agency's experience that, second only to financial problems the lack of marketing expertise within small businesses is the reason that they are in difficulty. It is for this reason that we made an application to the Manpower Services Commission for a research grant under the Adult Training Programme for local collaborative projects. In partnership with Business in the Community, the Mid-Kent College and closely supported by the Institute of Marketing, the Agency has been given a grant of £15,000. This will be used to bring about an initiative that will identify the gaps in marketing expertise in small businesses throughout Kent. It will then produce comprehensive training modules that will be made available to the small/medium size businesses throughout the County under the auspices of all County-based Enterprise Agencies.

Two further needs in this area have been identified in the form of a suitably equipped room for use by small companies to carry out their own marketing strategy and planning plus, with the Agency's help, in-house training. There is also a need for a display 'shop window' type of area for use by small companies to put on their own trade shows.

The Agency sees this initiative as the first phase of providing support in all questions of marketing training in the fields of research, direct or mail order selling, packaging or advertising. We are

The present - as reported at th

hopeful that this will lead to the setting up of a permanent marketing centre for the County which could be housed as part of our current plans for setting up an Agency-managed workshop for more than 60 small businesses within the Medway Towns. It is these managed workshops that the Agency sees as the first step to becoming more independent of the need for continuous sponsorship.

On behalf of the Agency, I must say thank you to its sponsors for their unstinting support and assistance, in addition to their essential financial contributions. We shall be very sorry to see the departure of some of our colleagues on the Board of Management who have helped to make the Agency the envy of many. It would be remiss of me if I did not also thank the many organisations, in addition to our sponsors, who have given their assistance and encouragement in so many ways. I would like to take advantage of this opportunity to extend a welcome to our new sponsors and to look forward with pleasure to working with their representatives on the Board of Management.'



GAV's participation

It is Glyn Thomas's view that an Agency depends as much on its sponsors' expertise as it does on their financial assistance. The Medway Enterprise Agency is particularly fortunate to have GAV as an active, understanding and caring sponsor.

The breadth of expertise required to start and support a wide variety of new business ventures is completely beyond the resources normally available to an Enterprise

Agency. The ability to call on these ingredients on an 'as required' basis is essential, if success is to be achieved. Many people within the Company, and with the Company's blessing, give freely of their time and expertise in furthering the Agency's objectives. It is always difficult to identify particular people for fear of offending those not mentioned. However, mention must be made of those areas within the Company who

contribute in one way or another, and to whom the Agency and its clients are extremely grateful. Areas such as Patents advice, Purchasing co-ordination, Reprographics, Works Engineering, CQD, CMS and EDP have all contributed significantly to the success that the Medway Enterprise Agency can justly claim.

GEC Avionics
Barclays B
English Est
NatWes
British Petroleu

www.rochesteravionicarchives.co.uk

assist in the growth of existing businesses for the purpose of providing jobs and contributing to the social well-being of the Medway Towns.

Agency's objectives are:

- Organise seminars for potential entrepreneurs and short courses for small businesses in management techniques, business administration, company finance, etc.
- Encourage new small business ventures to set up in the Medway Towns.
- Encourage existing small businesses to stay and expand in the Medway Towns.
- Establish an economic climate in which small business enterprises can flourish.

- Motivate would-be entrepreneurs by assisting them in the development of presentations which will outline their schemes in such a manner that Banks and other institutions will be able to assess the projects readily and make funding decisions accordingly, i.e. a clear business plan and cash flow prediction.
- Make available the necessary expertise to advise in each of the essential elements of starting and running a successful business.
- Co-ordinate advertising, organise exhibitions and participate in trade fairs for the purpose of finding and extending markets for the products and services of small Medway businesses.

What was initially seen as a likely short term activity to ease an expected unemployment crisis in the Medway Towns has resulted in, what has become recognised to be, one of the most successful Agencies in the country, having created or saved more than 2,000 jobs. Some of GAV's families or friends have been helped by its activities, whilst others may not have heard of the organisation.

At their recent third anniversary celebration, MEA announced that it is to follow its success with a further three year term. During that time it is planned to find ways and means of becoming a permanent part of the small business community.

To mark the occasion, GAV News has surveyed the scene.

The AGM in April

1985-86 BOARD MEMBERS AND STEERING COMMITTEE

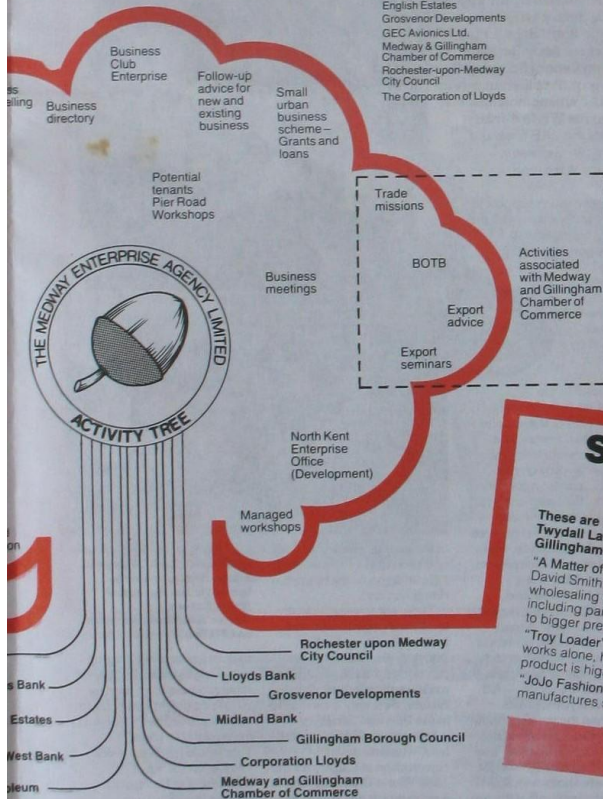
BOARD MEMBERS

† D.G. Thomas - <i>Chairman</i>	- General Manager - G.E.C. Avionics Ltd.
† A.R. Heal - <i>Deputy Chairman</i>	- Community Affairs Manager - British Petroleum
† K. Brown - <i>Treasurer</i>	- Past President - Medway & Gillingham Chamber of Commerce
† I. Parker	- Project Director - Chatham Dockyard - English Estates
C.H. Jones	- Branch Manager - Barclays Bank plc
G. Jones	- Chief Executive - Gillingham Borough Council
C.G. Firth	- Development Manager - Grosvenor Developments
R. Painter	- Chief Executive - Rochester-upon-Medway City Council
A Pollard	- Chief Executive - The Corporation of Lloyds
† G. Sibley - <i>Director</i>	- Medway Enterprise Agency Ltd.

Steering Committee Members

SPONSORS

Barclays Bank plc
British Petroleum
Gillingham Borough Council
English Estates
Grosvenor Developments
GEC Avionics Ltd.
Medway & Gillingham Chamber of Commerce
Rochester-upon-Medway City Council
The Corporation of Lloyds



The way ahead - reveals 'The Medway Proposal'

A detailed proposal known as "The Medway Proposal" has been prepared by LIS Local Initiative Support (UK) in conjunction with the Agency with the objective of setting up a Business Workshop Centre in the Medway Towns under the auspices of and managed by the Medway Enterprise Agency.

The proposal will enable the Agency to offer its clients managed workshops of the type that will satisfy their needs through all stages of growth. From nursery/seed bed units of a few hundred square feet through fully serviced and managed workshops of a few thousand square feet. During this evolutionary growth, training will be provided in the skills of business management, together with continued agency counselling. For those who outgrow the managed workshop, Agency counselling will concentrate on subjects germane to the requirements of the larger employer, e.g. industrial relations, data protection, equality of opportunities and other legislative requirements.

The Proposal is based on the formation of a new company being set up to acquire the freehold of an existing 60,000 sq. ft. factory which can be converted to house 65 small firms. Capital requirements have been assessed at £850,000 with a business plan and cash flow prediction that demonstrates that the project would produce a commercial return on equity capital and earn a steady capital growth given the repayment of loan finance over eight years.

To make this venture attractive to investors, it is deemed necessary to obtain an Urban Development Grant of £200,000. We are proposing that this UDG be used to purchase equity in the new company for the Medway Enterprise Agency which will give it a meaningful stake in the project in exchange for its services. This has the added advantage of enabling the Government's investment to be protected by one of the country's more successful Agencies. The income derived from this project will begin to make the Agency independent of the need for continuous sponsorship. At the same time, it will provide an opportunity for the Agency's expertise to be made available not only to its clients but also to other Agencies. Discussion is taking place within the movement about the possibility of setting up satellite Agencies under the guidance of the more successful ones in a given area. This as a concept would certainly ease the problems

posed by large numbers of independent Agencies.

A successful Agency in the role of being part of the permanent small/medium size business community can be seen to be analogous to a combination of the country's educational and national health services but with the child/patient being small businesses. By using the Medway Enterprise Agency's Three Phase plan the analogy would be as follows:

Its first role is one of family planning for whilst we have encouraged more than 500 new start businesses we have discouraged 1000.

Those who are encouraged to give birth are given presentations on subjects pertaining to starting and running of a small business, assistance in the preparation of business plans, cash flow projections, etc. and advice on who to approach for the necessary finance, i.e. in preparation for the labour ahead.

Thus armed, the client can approach the local Bank or other financial institutions in search of a birth certificate in the form of an agreement to provide the necessary cash.

The Agency's three phase plan then sees them through nursery school in seed bed units, then primary school and secondary education in the following subjects in a managed workshop:

Marketing	Quality Control
Financial Control	Patent Protection
Cost and Budgetary	Business Computing
Estimating	Word Processing
Company Taxation	VAT
Health and Safety at Work	Other subjects as the need is identified

For those who we hope will outgrow the managed workshop and become the large employer of subjects more appropriate to the needs of a large employer, i.e. Industrial Relations, Equal Opportunities Legislation, Factory Inspection Directorate, etc.

In addition to the educational benefits provided to their clients, the Medway Plan could provide health care in the form of preventive medicine, first aid and casualty. To other Agencies, the role of such a centre could be that of a teaching hospital.

All this we believe could be achieved by using the full potential of a successful Enterprise Agency, coupled with the support of its sponsors' organisations.

Some of the newly established businesses

These are situated on either of MEA's sites at Lower Twydall Lane, or Pier Road Industrial Estate in Gillingham.

"A Matter of Taste" whose proprietors are Charles and David Smith. The business, in packaging and wholesaling natural foods, employs 12-14 people including part-time staff. The company plans to expand to bigger premises soon.

"Troy Loader" - "Decorative Ironwork". Troy, who is 17, works alone, having been helped by his family. His product is high quality ornamental ironwork.

"JoJo Fashions", run by Joyce Pearce, designs and manufactures specialised clothing for business, bands

and security services, etc. The business has expanded recently and Joyce now has her own designer.

"Synco-Engraving". Alf Pearson set up his business after being made redundant as the engraver for Wingets. He has built the business around his extensive capabilities as an engraver and now does work for a large number of customers in the South-East.

And in the Dockyard,

"Medway Galvanising Company Limited". Tony and Paul Naval Dockyard galvanising shop. They now employ 13 people, have customers all over the south of England, and a turnover of £250,000.



Weekend Jaunts Continental look for River Medway

Adverse Easter weather did not deter **Kentish Lady II** from making her maiden voyage on the River Medway between Maidstone town centre and Allington Locks. The continental-style passenger launch is glass-covered, with panoramic visibility, has central heating, and is an ideal way to enjoy the history and beauty of the river, whatever the weather.

Owner and skipper, Malcolm Evans, has just begun his eighth season in river cruising and Kentish Lady II is his third boat. Built in 1976, having previously worked on the Norfolk Broads, Kentish Lady is 58ft long and can carry up to 100 passengers.

Afternoon hourly cruises run until October and include an option to alight and tour 13th century Allington Castle.

Leeds Castle

Leeds Castle is — as we all know — 'the loveliest castle in the world', it is also one of the most active.

This summer there will be an English wine festival, hot air ballooning, an open air concert, open air ballet, and Kentish evening dinners. On top of all this there is the castle itself with its golf course, dog collar museum (doggy, not Dominican), and duckery.

For further information on Leeds Castle contact: Richard Harvey, Maidstone (0622) 674177. Press Centre, Bank Street, Maidstone, Kent.

Ightham Mote

Ightham is not a great house such as neighbouring Penshurst or Knowle but a family home lived in for over 600 years. It is one of the very few moated houses and also has the unusual feature of two 'solars' set on the first floor above the Great Hall. Whilst there have been changes over the centuries, Ightham retains its mediaeval atmosphere and seems almost untouched by time.

One of the most interesting architectural features is the magnificent Tudor Chapel, built by Sir Richard Clement in the 1520s. Its barrel vaulted ceiling is one of the last surviving pieces of ready-made Tudor interior decorating if not the only one.

The alternating bands of badges and lively colours strongly resemble the temporary decorations used for pavilions and galleries set up to house Tudor court festivals. These were put up and taken down according to their usage and it seems that Sir Richard used some of this ready-made decoration in the barrel vaulted ceiling of his new chapel. Ightham is full of fascinating features, none less so than the seated woman found walled up behind the Great Hall or the Victorian dog kennel in the courtyard but you must go to discover them properly.

People seem to fall in love with Ightham. You can read about it in Annyta Seyton's 'Green Darkness'. The last owner, Mr. Charles Henry Robinson, a citizen of Portland, Maine did so also and it is due to his love for Ightham that he has so generously given it, plus a substantial contribution, to the National Trust.

Others too have given most generously as well to assure the future of Ightham including the Colver-Ferguson Trust and the Royal Oak Foundation but the National Trust still need additional funds to ensure that the extensive programme of repairs and restoration can take place.

Details of the appeal, headed by Lord De L'Isle can be obtained from The Ightham Mote Appeal, The National Trust, Scotney Castle, Lamberhurst, Tunbridge Wells, Kent TN3 8JN.

POLICE P.R. VISIT

The second visit to the company by staff and members of the Police National Press and Public Relations Course, held by Kent County Constabulary, took place in May.

The course studies the techniques involved in public relations under the guidance of experts from press and other media — the visit to GAV is the only one made to industry and enables the objectives and methods of the police and a large company to be compared. In addition, mention could be made of the company's existing links — Borehamwood and Basildon products such as See-in-the-dark imagers, CCTV and alarm systems. Rochester has a



history of co-operation with KCC, a recent example is sponsorship of the Crime Prevention Officers' Children at Risk' campaign.

Course members, around 20, came from all corners of the

UK and Northern Ireland, and as part of their programme hosted by Press Officer Peter Simmons and Malcolm Moulton, visited ISD and were shown round by divisional staff including Senior Design Engineer Len Martin on the Applion Computer-aided design equipment, as shown in the picture.

Course leader Chief Inspector Lee Plummer remarked that this visit was the only one to a commercial organisation they felt they needed to make, since they were able to see a professionally run activity and the visit was a great success.



1985 CUTTY SARK TALL SHIPS RACE

"Largest Parade of Sail ever to be seen on the Medway"

OPEN DAYS — JULY 21, 22, 23, 24. Daily: 11.00 am — 9.00 pm

ENTERTAINMENT — DISPLAYS, STALLS, MAMMOTH FAIR, REFRESHMENT BARS etc

An international fleet of more than sixty vessels from Britain, West Germany, Holland, France, Belgium, Norway, Eire, Poland and Russia will be taking part over a 210 mile course across the North Sea from the Thames Estuary to Zeebrugge. By Sail Training Association rules, more than half of their crew members — probably totalling nearly 800 — will be made up of young men and women aged between 16 and 25 years. For many of these young people it will be their first experience of racing at sea under sail.

The Tall Ships fleet will assemble before the race in the former Naval dockyard at Chatham, where most will berth in No 2 Basin on Saturday (20th July). At least eighteen of the ships sail into Chatham from Germany from the 350 mile feeder race from Bremerhaven.

Sightseers will have four days to view the vessels in dock as their crews make ready for sea and on three of them — the Sunday, Monday and Tuesday (21st, 22nd & 23rd July) — there will be opportunities to go on board a number of the larger ships.

A special "Open Day" is being staged on Sunday (21st July) in No 2 Basin when there will be "something for all the family" in a day long full programme of

attractions ashore and afloat, including an inshore regatta in the basin, maritime demonstrations, sales stalls and displays — indeed something for everybody.

Buses and also trains operated by the North Downs Steam Railway, custodians of the old dockyard's vintage rolling stock, will link the area where the Tall Ships are berthed with the additional attractions to be found in that part of the former Naval Base preserved by the Chatham Historic Dockyard Trust.

For the Grand Parade of Sail on Wednesday (24th July), ships taking part in the race start locking out from the dockyard at noon, form up and at about 4.00

p.m. proceed up river. They will turn in Limehouse Reach, Rochester and with a host of escorting craft pass the saluting base opposite Medway House in the dockyard at 6.00 p.m. before finally departing the river (The saluting base area will be open to the public after 3.00 p.m.). All admissions to the Dockyard will be through the Pembroke Gate entrance.

GAV will be supporting this event by providing facilities and hospitality for official guests and customers of the company in Medway House over the four days. Surely many employees and their families will want to make sure of seeing this spectacular gathering.

ENTERTAINMENT AND PUBLIC FACILITIES

- Mammoth Fair, Sideshows and Fun Area. • Display Area
- Market Stalls • Boat Show Area • Commercial Display Area
- Picnic Area • Police Dog Display • Parachute Display
- Historic Dockyard Visitors Centre
- Public Restaurant & Bars • Touring Caravan Site
- Huge Riverside Viewing Area • Spacious Car Parking
- Steam Railway Service • Boarding Ships • River Trips.

See local press for full details of events

ADMISSION

Sunday July 21: Adults — £1. Children under 16 — 50p.

Monday July 22, Tuesday July 23, Wednesday July 24:

Adults — 50p, Children under 16 — 25p. Special terms for parties

For further information please contact PAUL VAN DYCK, Sheerness (0795) 862211

Some months ago many people were puzzled by the appearance of a large metal clog-shaped object in the main passageway outside the Paint Shop. This was in fact one of the Bobsleighs for the RAF team, under the leadership of Flight Lieutenant Andy Buckland, who has been at Rochester on attachment from Central Servicing Development Establishment (CSDE) since last August. Preparation was in hand for major events such as the RAF championships, the British (2 man and 4 man bobs), and the World 4-man Championships. In all of these events the RAF team did 'very well'; in February at Winterberg, W. Germany, the British Interservice Championships were won by the RAF team of four crews.

GAV gave much support to the team and assisted with the complex arrangements for the transportation of the bobsleighs and equipment to the venues.

In May Andy gave a talk illustrated by a half-hour video on the background to the series of races and some thrilling shots of the various teams in their events, to a large audience of trainees. Statistics can only give an impression of the rigour of this sport; the steep downhill 1500m track with vertical banking on corners is covered in around 60 seconds, with timing between competitors differing by only a few hundredths of a second. Speed is 80-90 mph, reaching 100 mph in some 4-man events, 4'g' on the corners is quite normal. To withstand these conditions men and equipment are tough — full face motorcycle helmets rather than the woolly bobble hats of years ago, mandatory elbow pads, ski goggles, and flying gloves, but lightweight handmade shoes with spikes to help the push-off at the top



of the course, where fractions of a second are so vital. Very tight underpants are worn; the ride is bumpy!

There are few tracks in the world; the original course was built by the Swiss for the British at the turn of the century, and there are others, mainly artificially built, in Italy, Austria, Germany, Lake Placid in the USA and Sarajevo, where recent Olympics were held, with one under construction at Calgary for the 1988 Winter Olympics. This is a sport which any fit young

man can consider taking up, and Andy Buckland would be happy to hear from anyone who feels they might want to go into training, with a view to forming a GAV team. This would involve a week training on the ice at Winterberg in November. (Phone Int. 2834)

Top: Flt Lt. Andy Buckland with Paul Bennett, Sean Ainsley and Bridget Bayliss; and in the bobsleigh, Tim Horrell and Jeremy Scriven. Above: Andy Buckland (driver) and PTT Bob Walton in action.

Retirements

Syd Williams, Works Engineer since 1966, retired in May at the end of almost 40 years of service with the company in its various forms. Jack Pateman, at a ceremony in the Conference Suite, recalled that Syd had even longer service than himself, and in thanking him for his service remarked on the exemplary distinction shown over the years. The scope of Syd's work across all areas of the company's activity was marked by the huge attendance, estimated at over 100, on the occasion of his retirement, and this was only the 'official' presentation — later in the day all Syd's colleagues from Works Engineering Services had their own gathering in the department. After receiving a large quantity of do-it-yourself tools from Jack Pateman, Syd thanked the company and particularly Bill Alexander for all their support (and signatures on CPAs), recalling the days when he started when the frequent source of heating was coke braziers. That was when he transferred to Rochester as a Turner, after 2 years at Lewisham, in 1948. The early part of Syd's career was as an engineering apprentice in 1935, and in 1941 he was called to service in the Royal Engineers. There followed years in the Middle East, partly on secondment to the Anglo Iranian Oil Co in Abadan, also in studying at the British Institute of Engineering Technology in London, Cairo, and Haifa.

The years at Rochester started in the Machine Shop; a spell back at Lewisham in Gear Division from 1958 led to appointment in 1960 as Production Manager of the Division, and in the same year Syd became Manager, Production Services which covered additional areas such as Tool Room, Heat Treatment, Standards and Print Rooms.

The time since 1966 has seen enormous changes in the site buildings and facilities at Airport Works and the outlying premises — also from 1978 there was the additional responsibility for Nailsea and Yeovil. Development and refurbishing continue on plans which Syd has seen through their infancy, and in all his work the host of friends throughout GAv will remember him and now wish him a long and happy retirement.



Syd Williams receives a commemorative 'cartoon' from Jack Pateman. (A)

A double retirement presentation took place on 10th May when **Len Laming** and **Bill Channon** were bidden farewell by Production Manager Peter Burrows.

Len first started work at Shorts' on the Esplanade then moved to the airfield with Pobjoys. After war service in the Navy he was a HGV driver for a time, and first joined Elliotts during the Blue Steel era. His last 24 years have been spent in CMS Bench section. In his retirement there will be more time for



(L-R): Len Laming, Peter Burrows, Bill Channon. (B)

Len's pastimes of photography, watching motor and motor cycle racing, and beer and wine making.

Bill's working life started at Pobjoy's — he was a panel beater and sheet metal worker. Then he was in this company on sheet metal division, left to work at Woolwich for a time, returned to SMD then transferred to CMS Bench section where his last 13 years have been spent. Bill plans now to occupy himself with oil painting — and wine making!

All Bill and Len's colleagues in CMS wish them well in their retirement.

'Joe' Pearce joined the company in October 1957 as an inspector in MACD, where he stayed until June 1965 when CMS was formed, then left CMS and went to 'Fisher Valves' as a turner on night shift. He returned 18 months later to rejoin CMS inspection dept. where he has been employed ever since. Joe's hobbies include photography, fishing and boat building. He also used to do a lot of 'Judo' at one time but got old!

His friends and colleagues wish him every happiness in his retirement.



Joe Pearce with Peter Burrows. (A)

Harry Rastall, also of CMS, retired on 17th May. Harry's early days were spent at Lewisham as Chief Inspector, and for some time he was involved with Printed Circuit Boards, variously running the PCB Training School and acting in inspection areas. During this period Harry visited the USA to learn more of the manufacturing techniques involved. The last years of Harry's 31 years with the company were spent in Product Assurance. He will now have time to visit his son and family in South Africa and enjoy his hobbies of caravanning, politics and do-it-yourself.

Betty Yearsley started work at Elliotts in 1962 as a Wire woman in IN Division, where she spent many happy years.

When the work started getting slack, she transferred to MACD working on the old TSR2 and Phantom Units. She wasn't very happy there for various reasons and therefore decided to leave the Company and take up typing lessons.

After very few lessons she applied and got her present job with the Administration Section of the Quality Assurance Department.

Although, initially, she found it very difficult, she worked hard and has made a great success of the job and stayed with us for the past sixteen years. At her recent retirement Quality Assurance Manager Bill Letley handed over a radio-tape recorder and the best wishes of Betty's colleagues and friends.



Betty Yearsley. (B)

ASRD tell us that **Kate Smith** retired in April. This much liked lady, a true character, was presented with a sewing machine. After six years in Stores Kate will be greatly missed.

APPOINTMENTS IN PRODUCTION AREAS

John Clover has been appointed Group Production Manager responsible to Ron Howard for the overall production co-ordination of those Divisions under his control, while retaining his position in ISD as SCADC Operations Manager.

Fred Wickham takes up the position of Production Manager, ISD.

David 'Curly' Ch'lds has been appointed Production Manager, ADD; **Angus Maclean** is Deputy Production Manager, and **Laurence Mathias** Materials Controller.

Pastures New



Brian Davis, Production Engineer in AS & RD, has left after 26 years with the company to take up teaching Ballroom Dancing full-time and self-employed. And in the daytime — perhaps he can spend more time looking after his garden. Technical Manager **Mike Barton** handed over Brian's farewell gifts of digital watch and sanding machine. (B)



Mel Hoptinshall receiving her leaving present from **Lionel Budge**, Engineering Services Manager of ATED. Mel originally started with Elliott Automation but left to raise a family. She then rejoined MAV in ATE as a library clerk where she has worked for the past 6 years. (A)

OBITUARIES

It is with deep regret that we inform all friends and colleagues of **Jan Jablonski's** death on 19th April.

Following a narrow escape from death during the Russian revolution when he was only 7, Jan went through school and finished when he graduated in Engineering in 1937 from Warsaw University.

After being in action during the invasion of Poland in 1939, he managed to escape to join the Free Polish Forces in France at the beginning of 1940 and then came over to England after the fall of France.

He flew operationally as a Signals Officer with the Polish Bomber Squadron flying Wellingtons and was awarded the Virtuti Militari, the Polish equivalent of our VC, for his bravery in rescuing his fellow crew members in a crash, and also gained the Cross of Valour with 3 bars, equivalent of DFC. He joined Elliott Brothers (now GEC Avionics) in 1953 as a Senior Development Engineer and played a major role in the development of air data instruments and engine instruments. He was a very able and innovative engineer and was a technical authority in a very wide range of engineering disciplines — materials, metallurgy, magnetics, production processes, electro-mechanical instrument design, and electronics.

Many of Jan's projects, where he played a major role, are still in production and have established excellent reputations for performance and reliability. A current example is the True Mass Flowmeter for the Rolls Royce RB199 Engine in the Panavia Tornado aircraft which is now in full squadron service with the RAF and West German Air Forces. Until the mid-sixties Jan's service was in Flight Instruments Division (now ISD) and he moved to FARL where he remained until his retirement in 1978.

Jan was greatly liked and respected by all his colleagues. He leaves a widow, three sons and two daughters.

George Tinn of the Security Office died very suddenly on 26th February. George had spent a major part of his life in the Royal Navy which he joined as a boy just before the war; he served on aircraft carriers and when he retired in 1968 he had attained the rank of Master-at-arms. George joined us as General Clerk and later became Administration Assistant.

25 years' service

A double presentation for **Dave Rudland** and **Eric West**. Divisional Manager of AS&RD Jim Casey officiated. Dave was originally in Flight Instruments Division, as Development Engineer, some of the time working at Cranfield on Javelins — Jim Casey remarked that Dave taught him all about Air Data Systems. In 1962 Dave went into AS&RD as Production Engineer, and has progressed through appointments as Technical Office Manager, Senior Technical Representative, Senior QA Engineer to his present post of Project Leader.

Eric has been in the Division for all his 25 years. Following apprenticeship with an instrument firm in Exeter, he has worked here as Instrument Technician, Charge Hand, Planner, Production Engineer, Project Leader, and is now Production Project Manager.



Dave Rudland and Eric West. (A)

Edwin John Bailey, known as John to one and all, entered the Company in 1960; he spent one month with Fisher Valves waiting for the next Wiring Course, at the end of which he joined IN Division, who at the time were working on the Blue Steel Contract. After 3 years he moved to ATED Wiring Shop and has spent many years working on various contracts. He is currently in charge of the (WL) schedule section of ATED. John enjoys Bowls as a main source of relaxation.



John Bailey. (B)

John Dodd, Logistics Engineer in ADD, reached that division as Certification Controller in 1976 by way of 8 years with Fishers, an earlier spell with ADD as Expediter, and six years in Airborne Computing Division, in Buying and Scheduling areas. John's pastimes include oil painting, photography, D.I.Y. and indoor games, pub-located, and there is some suspicion that he could have made a career as toastmaster or even town crier.



John Dodd. (B)

John received his Long Service presentation from Bob Eves, Technical Manager.

John Coomber started his working life with Reeds Papermills, where one prime occupation was cleaning out boiler flues.

John started in 1960 in Guidance Weapons which after 6 weeks became ATED, and in 1962 he joined IND Drawing Office. In 1964 he moved to TACD as a Design Engineer working on flight trials of the VC10 under Arthur Colwell and Phil Chappell, and in 1969 he joined CACD as a Standards Engineer and several months later moved over to FCD.

John rejoined IND in 1971 as a Standards Engineer where in 1973 he became a Project Engineer, Senior Project Engineer in 1976, and in 1979 joined ADD as a Standards Engineer (Components).

In his younger days he was keen on among other things shooting and athletics particularly running. It is reported that his abilities at running were aided by a constant need to avoid Gamekeepers.

In later years he has become a bit of a celebrity by his attempts to straighten out the bureaucracy at West Malling Council, where it appears he is in their Doomsday Book.

To mark John's 25 years, Divisional Manager Robin Sleight presented him with binoculars.



John Coomber with Robin Sleight. (A)

John Brambleby, Chief Draughtsman in GSD, previously the same in Gyro, has also spent time in the Drawing Offices of IND, FARL, and CQD since he first trained as draughtsman in 1965; his first five years with the company were as Tester in MACD and FID. Twice married and with 2 small stepsons, John also has interests in cricket, concerts, and Gillingham F.C. There was a small private presentation in the Divisional Managers Office.



John Brambleby with Bob Ruggles. (B)

When **John Fogg**, EMC Engineering Manager in CQD, left the dockyard 25 years ago to get outside that wall, he immediately found himself with Elliotts inside a clean-room with no windows. This was when he joined IND, where his first job was King of the 5-watt amplifiers; shortly this was upgraded to 9 watts! Soon he was in FARL designing test equipment for test equipment. In 1963 John was involved in



John Fogg. (A)

the maiden flight of the VC-10 at Wreley; the aircraft lost contact with the control tower and this was John's first encounter with Electro Magnetic Interference, with which he has been concerned for most of the time since. As CQD Manager Ken Boardman said, GAV's now pre-eminent place in EM Compatibility owes much to John's efforts. He is now in charge of the Lab at Gad's Hill.

Ron Masters has spent all his 25 years in AS&RD — he started as Inspector, and five years later moved to the Sales area first as Sales Order Officer, then Sales Engineer on the Civil airline side. In 1969 Ron moved into Production, and since 1975 has been Production Engineer and Senior Production Engineer, being appointed Project Leader last summer. On the lighter side, Ron is a member of the division's Crib team, champions for 2 years running in the Sports and Social Club competition. He is also an ardent supporter of "The Gills". Ron's canteen of cutlery was presented by Jim Casey, Divisional Manager.



Ron Masters. (B)

Barbara Lauder, Secretary in CACD, shows off the binoculars she received from Keith Snelling, Divisional Manager, on behalf of the company. Barbara says she has seen many changes since the 'old days' of TACD, but the last 15 years looking after the QA Manager and his people have been most enjoyable.



Barbara Lauder. (A)

Chris Scott, Project Manager in MASD, received his presentation from Laurie Hampson in the presence of his wife Sue, who also works in MASD. Contracts. There must have been an exodus from the Dockyard in 1960 — Chris did his time as apprentice electrical fitter and stayed on for 18 months, but when he joined ATED in 1960 he was a TA on Autopilot Test, on the SCORE rig. Off-site jobs followed, in Sweden and at Kinloss and St. Mawgan, and some months on loan to MASD resulted in his transfer there as Project Leader. He is now engaged on maintainability aspects of AQS 901 and Sea King projects. Photography and wine are interests — the presentation made to him of crystal decanter and glasses will be well used.



Laurie Hampson, and Sue and Chris Scott. (A)

Unusually, ADD's Divisional Manager Robin Sleight found himself making presentations to two members of his QA department who came to Rochester on the same day 25 years ago.

It is not generally known, but as a young man, **Alan Blight** "Did Time" in the coal mines of South Wales. Immediately before coming to Elliott's, he redeemed himself working for Westinghouse Brake & Signal. Initially he joined MACD as a Development Engineer; later in DAD he became a Project Engineer, and when DAD became ATE, Alan changed horses and entered Quality Engineering. As a Quality Engineer he transferred to IND, coming to rest, metaphorically speaking, in ADD just 7 years ago, and reaching the position of Senior Quality Assurance Engineer. Since his presentation Alan has been unwell but as we go to press is understood to be on the mend — good wishes from all.

Tony Crack, Senior QA Engineer, having been in turn a projectionist and pen-pusher with MOD, joined IND as wireman, and soon became Inspector. Later in ACD he took up Quality engineering, reaching ADD in 1974 after a short spell in IND again. But he says he never moved his desk. And he started with the company half an hour before Alan, thinking he would 'give it a go' for a couple of years — he is still thinking about that.

As a footnote, it is interesting to record that these two gentlemen have seen off more Divisions than General Montgomery in World War II.



Tony Crack with the barometer and Alan Blight with the halo. (B)

Due to the volume of 25 years' service presentations this month, a number of reports have been held over until the next issue.

www.rochesteravionicarchives.co.uk

Congratulations

Births

'Chris' Gibling formerly of Personnel Records and Training Dept., and Mike are now the proud parents of Mark who was born on Sunday 2nd June. Best wishes from everyone.

Weddings

Congratulations to Peter Clayton and Ann Rose, Development Engineers in ADD and FARL, married on 8th June. The couple met while reading BSc/MEng at Bath University, under company sponsorship.

Leanne Butler of ASRD Library was married in April. Friends and parents — father is Foreman in the division and mother in Cost and Budget — gathered to the presentation by Ted Farbrace of a Hoover and cookware.

Future Events

Welfare Officer Eunice McMillan seemed reluctant to depart in preparation for the expected baby, but in Personnel Dept. when she finally left Brian Rogers handed over several suitable gifts and a large bouquet.

Eunice McMillan (B)



In the Documents Security Area, Sheila Reed received good wishes and gifts from Denis Large, Security Officer. Sheila has been with the company since 1969, having started in ADD and moved to Security following Jack Harle some years ago. Best of luck for the baby due in mid-July.



Sheila Reed with Denis Large. (B)

Leslie Shaw has left PSD to look forward to a coming happy event, the birth of her first child.

Lesley came to GAV in 1977 as a Commercial Trainee; in 1979 she joined ADD as a Commercial Assistant, then becoming a Contracts Officer. She moved to PSD in September 1982 as a Contracts Officer, quickly rising to Senior Contracts Officer.

A presentation of gifts from friends and colleagues in PSD and ADD was made by Stephen Duxbury, Commercial Manager of PSD.

Everybody wishes Lesley well for the future and hopes to see her back before too long.



Carol Hart with friends in ISD on the occasion of her leaving to be married, as noted last issue. (A)



Sports and Social Club round up

Darts and Cards Section Annual Presentation Evening

May 17 was the evening that one of the world's leading darts players graced the stage of the GAV/BP social club.

Cliff Lazarenko, the gentle giant of the darts world had come along to put his reputation on the line.

At 8.15 he moved his massive frame away from the practice boards and onto the stage, leaving behind 16 players all eagerly awaiting their opportunity to have a go and perhaps create a small piece of fame and fortune and recognition for themselves.

Come the end of the evening, the final score was Cliff Lazarenko 16, GAV/BP 0 — his reputation and honour were still intact. The dream of a famous victory for the challengers had been broken!

Although there were no victors amongst the challengers there were no sad faces, each one knew they had learnt something, they had all gained the experience of playing in front of a large audience, and they learnt that you need a little bit more than skill to play under those conditions, you need nerve. All the challengers must come back as better players for their experience and who knows what would happen should the opportunity fall to them again?

The section Committee would like to thank everybody, supporters and helpers, for making the evening 'the success that it was, but the biggest thank you must go to Cliff Lazarenko without whom the evening could not have taken place.

Bob Stevenson, Hon Sec, Darts & Cards Section



Darts winning team Gyro, (L-R) Dave Follhouse, Alan Holding, Bob Stevenson (Capt), Ted Braid, Ken Woods and Andy Cooper, with Cliff Lazarenko.



Runner-up Ray Rich (MASD but representing FCD) with Cliff Lazarenko

Final Placings Wednesday League

Darts Team	Played	Won	Lost	For	Against	Points
Gyro	6	6	0	44	22	18
ATE/Eng	6	2	4	38	28	6
BP	6	2	4	31	35	6
MAV/Ser	6	2	4	19	47	6

Euclre Team	Played	Won	Lost	For	Against	Points
Gyro	10	9	1	40	10	27
MASD	10	6	4	32	18	18
ATE/Eng	10	5	5	26	24	15
B.P.	10	5	5	23	27	15
C.O.D.	10	3	7	20	30	9
MAV/Ser	10	3	7	11	39	9

Crib Team	Played	Won	Lost	For	Against	Points
B.P.	8	7	1	28	12	21
Accounts	3	6	2	30	12	18
ASRB	8	4	4	18	22	12
ATE/Eng	8	2	6	19	21	6
MAV/Ser	8	1	7	7	33	3

Final Placings Monday League

Darts Team	Played	Won	Lost	For	Against	Points
ASRD	8	7	1	64	24	21
FCD	8	6	2	66	22	18
Accounts	8	3	5	38	50	9
ATE 'A'	8	3	5	35	53	9
CACD	8	1	7	17	71	3

Euclre Team	Played	Won	Lost	For	Against	Points
ATE 'A'	10	10	0	38	12	30
Accounts	10	6	4	32	18	18
CACD	10	5	5	24	26	15
ASRD	10	4	6	23	27	12
MASD	10	3	7	16	34	9
FCD	10	2	8	17	33	6

Crib Team	Played	Won	Lost	For	Against	Points
ASRD	8	7	1	33	7	21
FCD	8	6	2	28	12	18
CACD	8	4	4	22	18	12
Accounts	8	3	5	17	23	9
ATE 'A'	8	0	8	0	40	0

League Winners Play-off

Darts	Monday Winners	Wednesday Winners	Overall Winners
ASRD (5)	V Gyro (6)	Gyro	Gyro
Euclre	ATE 'A' (2)	V Gyro (3)	Gyro
Crib	ASRD (3)	V BP (2)	ASRD

Annual Knockout Results

Darts Singles	J. Eede (BP)	3	V	R. Rich (FCD)	2
Darts Doubles	Philpott & MacPherson (ATE)	3	V	J. Smith & J. Daly (BP)	2
Euclre	J. Pratt & Lambourn (BP)	3	V	R. Tyler & Thomas (Accounts)	2
Crib	J. Pratt & S. Spillitt (BP)		V	G. Cordier & D. Golding (MASD)	

GAV-BP Sub-Aqua Club Air-Share Competition Result

The competition was held on Monday 20th, with Ray Newman, Tim Hall, and Douglas Wylie the three willing divers participating. After practicing with another cylinder, they started with the 60 cubic foot cylinder and the stopwatch was set 33 minutes and 35 seconds later found them back at the surface, eager to find out how long they had taken, and who had won. The winner of the event was S. Taylor of (CACD) who had the nearest time of 33 minutes 20 secs.

£50.00 was raised for the RNLI from this event, and I we're all like to thank everyone for their support.

B. Dibble, Diving Officer, GAV-BP SAC.



The three divers back on dry land.

Company Squash Ladder?

The squash section is considering managing a company squash ladder open to any company employee. The proposal is subject to there being a high enough interest shown in the venture.

If you are interested in participating, then please contact, preferably in writing — John Hollands, MASD Cost Budget, outlining your ability.

It is hoped that a start can be made by September. Details will be published later.

It is hoped that this venture will boost interest within the company in competitive squash and may also result in more recruits to the squash section. New members are always welcome, from beginners to better players. The section, amongst its activities, organises training sessions and friendly matches against other clubs, as well as fielding a team in both summer and winter Kent leagues. If you are interested in joining or finding out more, please contact any of the following: J. Hollands (Int. 2547), M. Pearson (2724), P. Corcoran (2906).



Sports and Social Club round up

22nd Inter-Divisional Annual Sports Day

Sunday 21 July, 1985. Commencing at 1.00 pm at Deangate Ridge Sports Complex, Hoo.

Changing facilities at the Deangate Ridge Complex

Prize giving at Club House 6.00 pm.

Please enter my name for the undermentioned events:

Mr/Mrs/Miss

Division

Events

Please note: Families of employees are eligible to compete for the Inter-Divisional Trophy. Please return entry form to your Divisional Sports Day Captain or to J.M. Collins, Social Club Office at the Snack Bar.

Events

Javelin	Ladies	High Jump	Gents
Discus	Ladies	Long Jump	Gents
Shot	Ladies	100 Metres	Gents
High Jump	Ladies	200 Metres	Gents
Long Jump	Ladies	400 Metres	Gents
100 Metres	Ladies	800 Metres	Gents
200 Metres	Ladies	1500 Metres	Gents
4 x 100 Metres	Ladies	4 x 100 Metres	Gents
Javelin	Gents	1500 Metres Walk	Gents
Discus	Gents	Tug-of-War	Gents
Shot	Gents	(6 Man Team)	Gents
100 Metres	Girls — Age 10-12 years at 1.9.85		
100 Metres	Girls — Age 13-14 years at 1.9.85		
100 Metres	Girls — Age 15-16 years at 1.9.85		
100 Metres	Boys — Age 10-12 years at 1.9.85		
400 Metres	Boys — Age 13-14 years at 1.9.85		
800 Metres	Boys — Age 15-16 years at 1.9.85		
100 Metres	Veterans Handicap (date of birth required)		

Competitors please note that the Competition starts at 1.00 pm sharp. Entrants should report to Recorder's Tent by 12.30 pm. Closing date for entries — Friday 12 July, 1985

COMUS

Meeting: 7.30 pm, Monday July 15 at Hoo
'Computers As An Aid For The Handicapped'

If you are tired of using your computer to clear the universe of a myriad of obscure aliens, then read on:

There are many schools for the handicapped where computers sit gathering dust due to a lack of suitable software and hardware.

The commercial software houses aim at the mass market where profit covers high development costs. They exist, after all, to make money. However hi-tech, high-priced software is little use to children whose hand to eye co-ordination means they cannot even feed themselves. As the physically and mentally handicapped are a minority group it seems unlikely that many software houses will pour money into program development in this area.

If you are interested in seeing a few examples of programs that are suitable for the handicapped, come along to the Club House on July 15. We shall have at least one guest speaker with experience of the problems of the handicapped.

If sufficient interest is generated, our hope is that the club may initiate a project to write a suite of programs to help such people.

Also, anyone who feels they can contribute an item for the meeting please contact Dave Pedder, ATED Engineering, Internal 2676.



CLUB-HOUSE ATTRACTIONS

CHILDREN'S SUMMER DISCOS
FRIDAY 5 JULY
WEDNESDAY 24 JULY
FRIDAY 2 AUGUST
WEDNESDAY 28 AUGUST

CRICKET CACD/ISD V WESTLAND HELICOPTERS
Saturday 13 July
2.00 pm

PARLOUR DERBY EVENING GAV/BP CLUB — Hoo
Saturday 27 July
8.00 pm
Betting Units 20p
Eight Filmed Horse Races

GEC AVIONICS SPORTS DAY
Deangate Stadium
12.00
Sunday 21 July
Prize Giving —
Clubhouse 6.00 pm

BAR LOUNGE ENTERTAINMENT with CHRIS and MICK ON GUITARS
Saturday 10 August
8.00-11.00 pm

GAV/BP CLUB — Hoo BAR LOUNGE ENTERTAINMENT with BARBIE & BICKERS
Saturday 6 July
8.30-10.30 pm

DANCE with 'PEBBLE MILL'
Saturday 20 July
7.45-11.45 pm

Monday 26 August BALLROOM GATHERING with 'THE MICRO TRIO'
following ALL DAY CRICKET V WILLOWBROOK

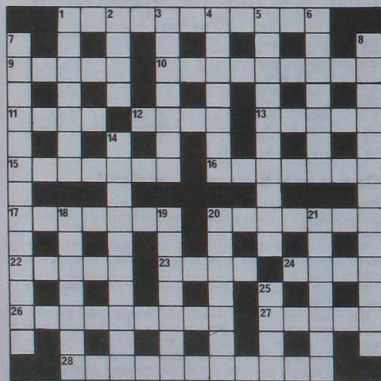
AUGUST BANK HOLIDAY WEEKEND FRIDAY 23 AUGUST RUGBY CLUB FANCY DRESS DISCO

ALL EVENTS IN THE BALLROOM WILL FINISH 15 MINS BEFORE EXPIRATION OF BAR EXTENDED TIMES

BP KENT SOCIETY GARDEN PARTY
Wednesday 17 July
3.00-9.00 pm

DANCE with 'SPIRAL'
Saturday 24 August

Crossword No. 71



(For amusement only)

ACROSS

1. Musical note, halved. (4-7)
9. The goodnight girl. (5)
10. Mine host of earlier days. (9)
11. Capital of Latvia, when free. (4)
12. A type of gull, diver. (4)
13. Getting down to the problem. (5)
15. Escapade excuse for holiday. (3-4)
16. Symbol of regality. (7)
17. A Christmas burning desire. (4-3)
20. Scientists learn from them, others revel on holiday. (7)
22. It takes a lot of strength, and deep breath. (5)
23. You have done to get this far. (4)
24. A native language, Eastern Bloc style. (4)
26. Europe, Asia etc! (9)
27. Of great price, cultured. (5)
28. The snooker player got it just right. (5-6)

DOWN

1. The magician's method of operation. (7)
2. A clear intention, getting together. (4)
3. Done in great haste. (7)
4. They cause yearly labour. (7)
5. They are always the same, never ageing. (10)
6. One who uses fallacious arguments. (7)
7. Recording events by ancient humans. (13)
8. A view ahead, leading to achievement. (13)
14. What we hope for from flaming June. (10)
18. He is the one being taught. (7)
19. Cloaks, attire in singular. (7)
20. A strong race apart, frugal. (7)
21. A tree producing close head of shoots, homeless animal. (7)
25. A precious stone. (4)

Solution to Crossword No. 70

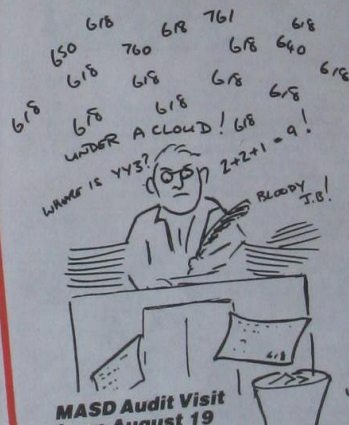
ACROSS

1. Air conditioning; 8. Duggist; 9. Shaded; 11. Code; 12. Out of reach; 13. Crawl; 15. All in all; 19. Appetite; 20. Jimmy; 23. Blue Riband; 25. Trio; 27. Despot; 28. Camellia; 29. Astronomer Foyal.

DOWN

1. Addict; 2. Round trip; 3. Orgy; 4. Discus; 5. Otherwise; 6. India; 7. God child; 10. Folds; 14. Water polo; 16. Admiralty; 17. Cambodia; 18. Stubs; 21. Inmate; 22. No ball; 24. Upsset; 26. Gear.

Forthcoming Attraction! Starring MOD!



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

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