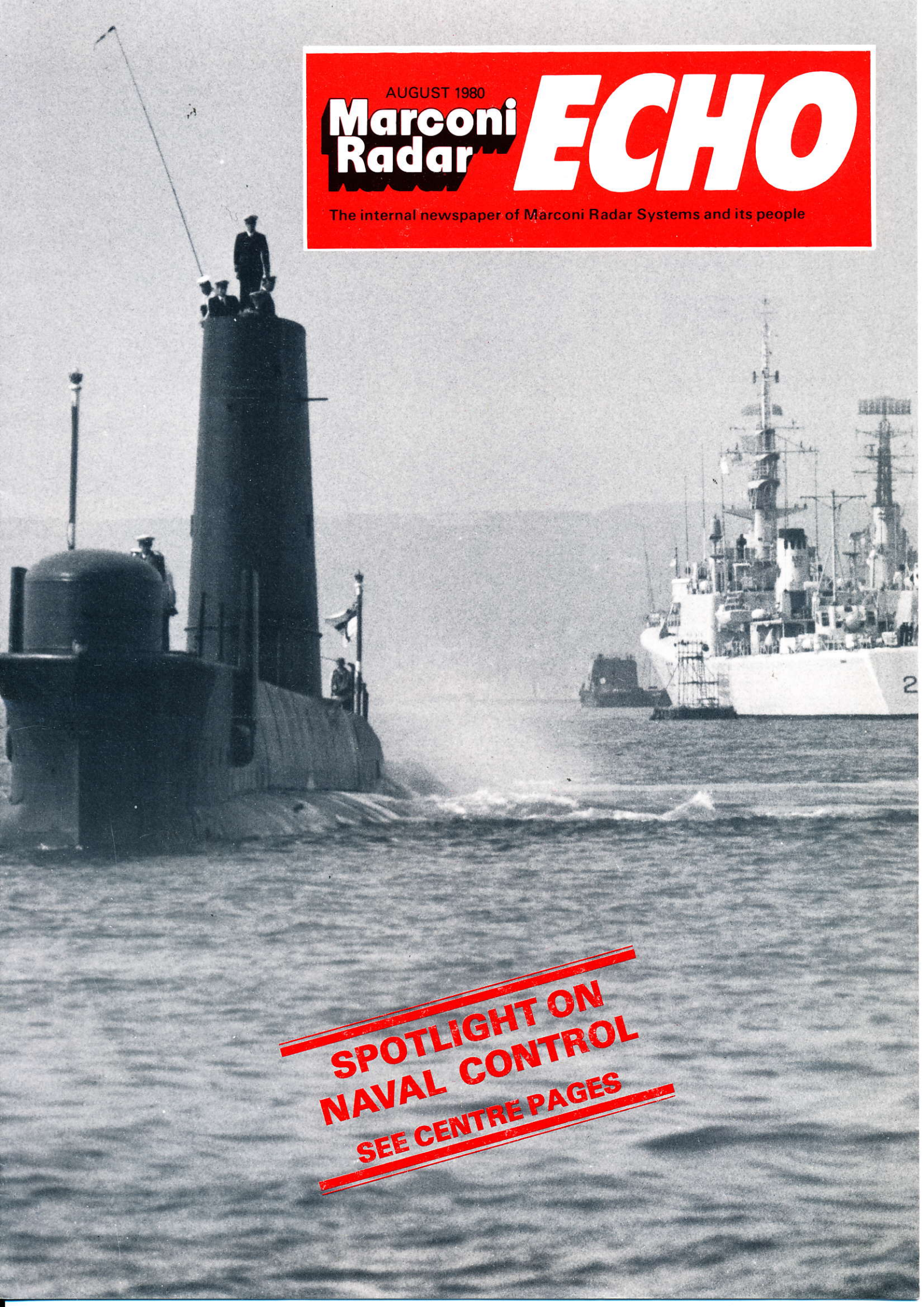


AUGUST 1980

**Marconi
Radar**

ECHO

The internal newspaper of Marconi Radar Systems and its people



**SPOTLIGHT ON
NAVAL CONTROL
SEE CENTRE PAGES**

Successful milestones

IN the last few weeks we have achieved significant successes in two projects; in both cases we experienced quite serious problems and in both cases by really hard work and dedicated effort we broke through.

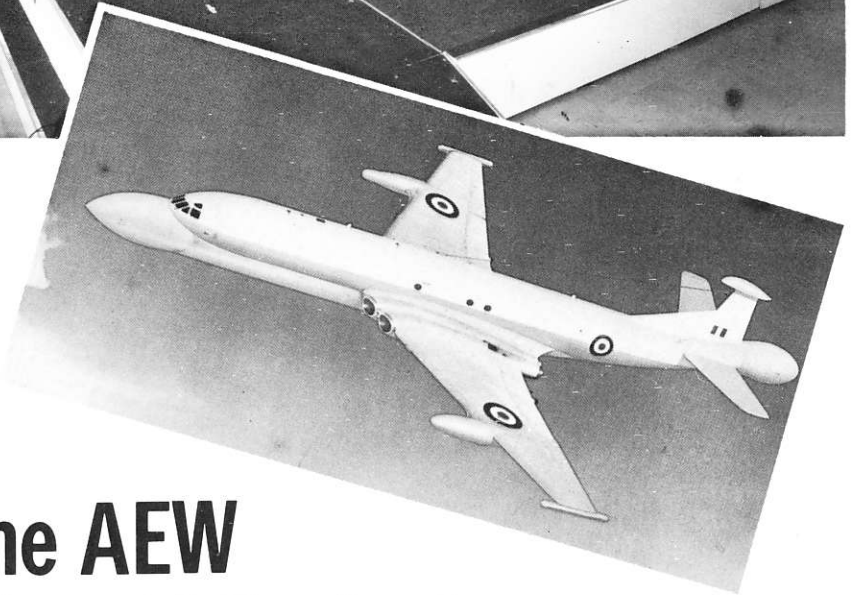
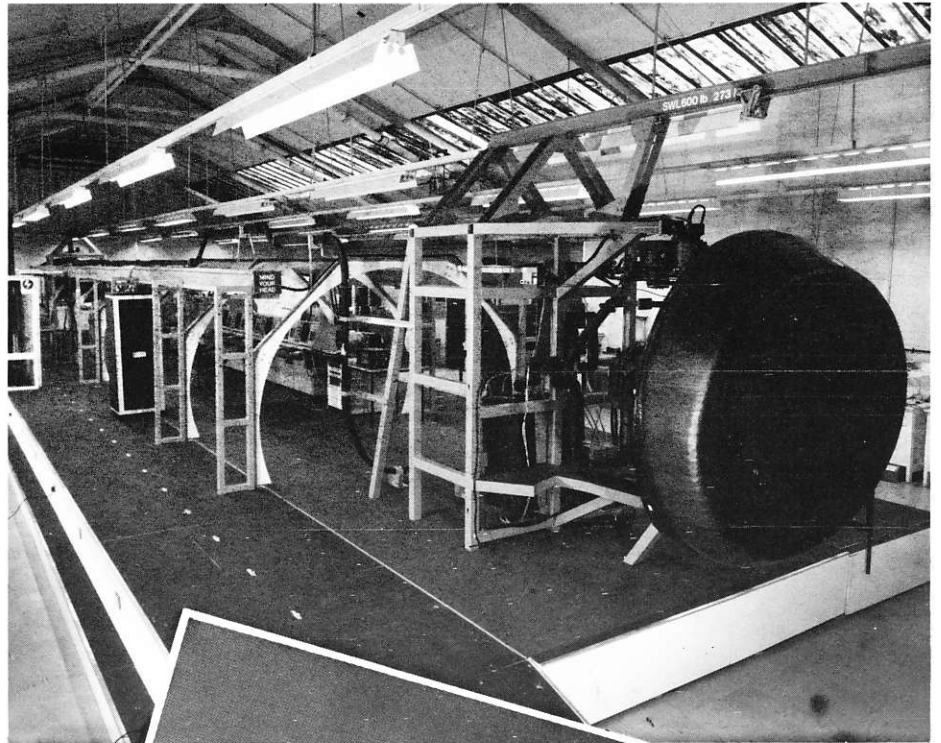
The first set of MARCENT equipment, having passed all the shipbuilder's tests and the customer's acceptances, is now at sea in the hands of the user's Navy (who won't allow his country to be identified). MARCENT was a major success for the 800 Series; Project MAYFAIR represents more equipment of a similar type.

The market for weapon systems for fast strike craft based on the 800 Series is a very promising one, and we are following up a number of serious overseas possibilities very vigorously. Our output of MARCENT was a substantial contributor to our success in winning the Queen's Award for Export Achievement.

The second successful milestone was the 'switching on' at Radlett by Air Chief Marshal Sir Douglas Lowe of the full set of Airborne Early Warning equipment. The main contractor is Marconi Avionics; Marconi Radar, as a main subcontractor, has designed and manufactured vitally important parts of the system to very tight specifications in a very short timescale. There are further prototypes and a production order to be completed.

I want to congratulate everyone who has been associated with these two projects, and particularly for their extra efforts to recover from difficult technical problems and early setbacks of the timescale.

JOHN SUTHERLAND
Managing Director



The AEW Nimrod Project

THE formal switch-on of the Airborne Early Warning Equipment mentioned by Mr. Sutherland in his Editorial marks the completion of the overall design and system integration phase of the project, a task entrusted to Marconi Avionics as main contractor in April 1977 and in which Marconi Radar has since played a vital part.

The system is the means whereby the converted Nimrod maritime patrol aircraft can carry out its airborne early warning (AEW) task. It comprises the powerful radar, with large scanning aerials fitted into the characteristic radomes at the nose and tail of the aircraft, and contains very advanced electronic signal processing. There are display positions for six radar operators and extensive communications equip-

ment for contact with the ground, ships and other aircraft.

Work has started as far as possible on building the 11 operational systems destined for the working AEW Nimrods. The first has to go to British Aerospace in mid-1981 for installation in an aircraft to be handed over in 1982.

AEW Nimrod aircraft will patrol the seas around Britain, from the west of Ireland round Scotland and Norway to the North Cape and over the North Sea.

Our photograph at the top of the page shows the test rig now working at Radlett, which is a close replica of the AEW Nimrod aircraft. It is equipped with cabling and cooling to match the aircraft environment.

COVER
PICTURE...

... shows a Royal Navy patrol submarine of the Oberon class leaving Portsmouth Harbour.



CELEBRATING THE QUEEN'S AWARD



□ On June 20 the Queen's Award for Export Achievement was officially presented to Marconi Radar on behalf of the Queen by the Lord Lieutenant of Essex, Admiral Sir Andrew Lewis, at Chelmsford. Celebrations were later held at our Leicester and Gateshead establishments.

CHELMSFORD

Admiral Sir Andrew Lewis presents the award to Managing Director John Sutherland at a gathering at the M.A.S.C. Also in the picture are the Mayor of Chelmsford, Councillor Arthur Cole; Mr. Norman St. John Stevas M.P., and Sir Robert Telford, Managing Director GEC-Marconi Electronics.

LEICESTER

The Leicester celebrations were held in the New Parks canteen at a dinner attended by many guests and employees. Enjoying a joke with Mr. Sutherland are (left to right) the Lord Lieutenant of Leicestershire, Colonel R. A. St. G. Martin; the Lord Mayor of Leicester, Councillor H. H. Sowden; and Councillor R. Angrave, Chairman of Leicestershire County Council.



GATESHEAD

Celebrating the award with Works Manager Bill Henderson at Gateshead were (left) the Mayor of Gateshead, Councillor Alan Brazendale; and Mr. Bernard Conlan M.P.

Part of the large audience, pictured right, which gathered for the ceremony in the Gateshead Heavy Fabrication Shop.



A Tepigen team at New Parks is hard at work on the final stages of a new visual system for an aircraft cockpit simulator. Three of the team, pictured here, are (left to right) Senior Scientist Bob Laker, Trainee Andrew Caunt and Electronics Engineer Harry Cantrill.

Preparing for Farnborough

ONE of the highlights of the Company's presence at this year's Farnborough International which opens on September 1st will be the first public demonstration of the latest and most advanced version of the Marconi TEPIGEN System.

The exhibit, installed in its own Portakabin, will take the form of an aircraft cockpit integrated with a visual system which will enable visitors to 'fly' the plane in response to simulated scenes of the outside world.

TEPIGEN is a system of computer generated imagery, where pictures are wholly synthesized within the computer. It is the product of a continuous programme of development started in 1971 by the Control

and Simulation Division.

The new simulator is expected to be particularly valuable in those areas of flight, often the most critical, involving the pilot in external judgement, such as take-off and landing, formation flying, combat, ground attack and so on.

On show outside at Farnborough will be the ST805 director for the Lightweight Sea Dart missile system, and a display and data handling container with a high level of sophistication.

Items inside on the Company's stand will include the S511 Airfield Surveillance Radar, introduced for the first time, and a model of the Martello 3-D radar. Also on display will be a new concept in console design.

£1 1/4 m monitoring system for CAA



Jeff Edwards, Principal Engineer in the CMM department at New Parks, using the system's hand-held control and display unit.

THE Company is to supply a unique new radar control system to the Civil Aviation Authority which will play a vital part in air safety in Southern England.

In a contract valued at over £1¼ million, the order is for the supply and installation of a Radar Station Control and Monitoring System (RSCMS) to improve the operating efficiency of air traffic control radars.

RSCMS will enable the CAA to centralise the control and supervision of ten en route and terminal radars on the London Air Traffic Control Centre at West Drayton.

Managing Director John Sutherland, explaining the new system, says: "At present, London air traffic controllers rely on rapid communication with monitoring staff located at the radar sites to establish the

integrity of the radar pictures. This means that in the case of partial failure of a radar, for example, vital minutes may be lost in adapting traffic control procedures correctly to the new situation.

"The new RSCMS will allow West Drayton to check each radar's operational status continuously and give the same control facilities as are available at the radar site itself.

"A further benefit of the new system is that technical people at the radar sites can use RSCM's monitoring facilities as the basis for maintenance."

At the heart of RSCMS is the Marconi CMM (Computerised Modular Monitoring) system developed at New Parks to improve and simplify the maintenance and management of complex electronic and electro-mechanical installations.

The CAA is the first civil authority in the world to commit itself to such a high level of remote control and monitoring, although all three armed services in the UK have been using Marconi CMM for the supervision of complex military systems.

A less complex version of the CMM system was previously supplied to the CAA for the Scottish Air Traffic Control Centre at Prestwick.

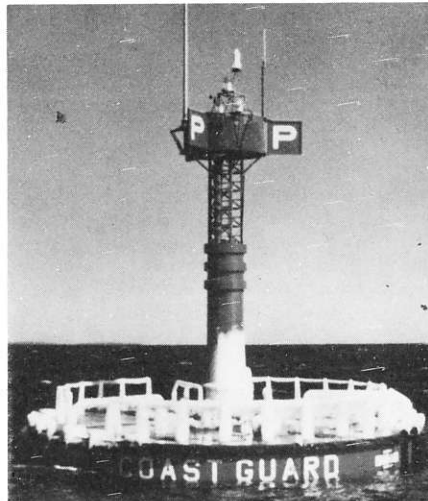
The 500th Racon

THE five-hundredth Marconi 'Sea-Watch 300' radar beacon — popularly known as the Racon — has recently come off the production line at Gateshead Works. Over 35 countries are now using these Racons, from Finland to Chile, from Canada to India.

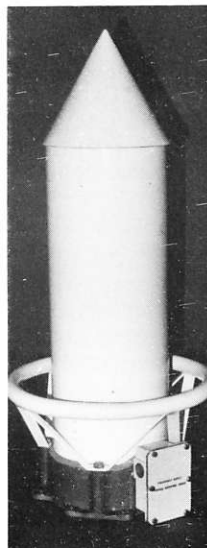
Normally used as a navigational beacon, the Racon is in use with more than 30 national lighthouse administrations and with a number of offshore oil producers. However, increasing numbers are coming into use as transponders aboard fishery support vessels, patrol aircraft, rescue craft, and vessels connected with marine traffic schemes.

Two recent experiences illustrate the reliability and ruggedness of the Sea-Watch 300. Northern Lights, the Scottish Lighthouse Authority, withdrew a Racon for routine checking eight years after it had been installed — during which time it had received one visit annually to change its batteries. It was found still to be working substantially to specification.

In the second instance, a Racon-marked buoy of Middle East navigation in the Persian Gulf was run down and sunk. When the buoy was salvaged later it was found that the watertight casing of the Racon had been ruptured and the equipment subjected to three months' immersion in sea water. However, Middle East navigation cleaned the Racon in distilled water and then tested it. It operated to specification!



ABOVE: A Marconi Sea-Watch 300 radar beacon can be seen (centre, top) fitted to this lighted horn buoy at Portland, Maine, U.S.A. Picture by courtesy of United States Coast Guard.



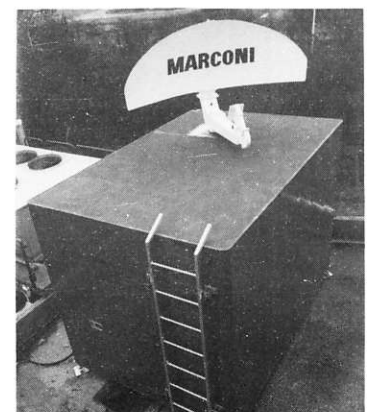
LEFT: a special-purpose Gastight Racon with handrail fitted.

Link-up with Canadian Marconi

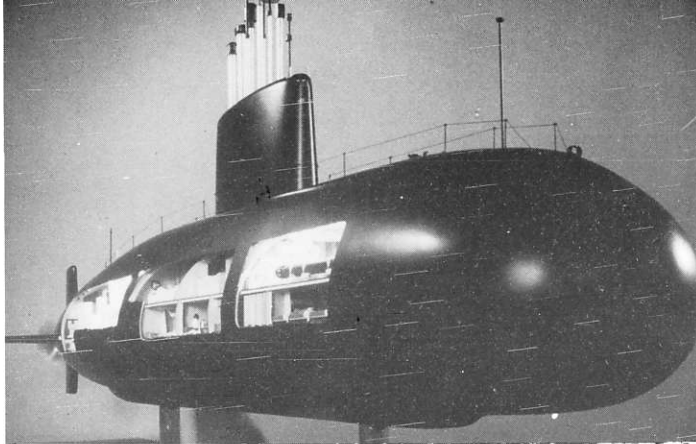
A RECENT example of the continuing historical links between Marconi Radar and the Canadian Marconi Company is a new surveillance radar developed jointly by the two companies.

The Marconi Radar Type 1819 is an extremely adaptable S-band equipment capable of rapidly detecting air targets or, in its coast-watching role, aircraft and surface vessels. Compact and rugged, the radar is available in either a static or a mobile version. The mobile version can be quickly deployed and the lightweight antenna easily removed for stowage within the cabin.

A selection of display and data handling equipment can be supplied for use with the radar. Well-proven units are used throughout to ensure high reliability and easy maintenance.



A view of the Radar Type 1819.



This model of the new Type 2400 submarine first appeared at last September's Royal Navy Equipment Exhibition.

New submarine project

NEWS has now been released of Marconi Radar's involvement with the Ministry of Defence and the Vickers Shipbuilding Group in the development of the Royal Navy's new Type 2400 submarine.

The Control and Simulation Division is project co-ordinator responsible for the overall design, development and production of the main propulsion equipment and associated control system for this class of submarine and any variants offered by Vickers.

Designed by Vickers to carry out the role currently assigned to the Royal Navy's 'Oberon' class of submarines, the Type 2400 is a conventional submarine which incorporates many of the latest advances in weapons, communications and propulsion technology.

Improving manufacturing performance

THE Company has been committed for some time to take steps to improve the service to our customers by giving them better deliveries and to increase our efficiency by reducing costs.

In March this year, we conducted a diagnostic survey at Writtle Road to identify the key problems preventing an improvement in manufacturing performance. The most serious problems identified were:—

- a need to obtain a better balance between load and capacity within the Company, in order to get more effective programming of work at both site and Company levels. This will involve much closer working between the Marketing, Development and Production functions than has been the case in the past.
- a need for better control of individual projects and for more co-ordination between projects.
- a need for improved shop loading and progress control.
- a need to reduce the disruptive effect of design changes and to introduce a better system to handle unavoidable changes.
- a need for better communication and for the provision of more effective management control information.
- a need to recruit and retain more good calibre staff.
- a need to improve the effectiveness of the contingency arrangements, material allowances and reclaim system.

Because these problems were complex and in many cases related to more than one department, it was decided to use a team approach to solving them. This enabled us to build upon the participative foundations that had been established during the diagnostic survey. Working parties, with practical experience of the problem areas, have now been set up to consider each problem. Every team has clear objectives and terms of reference.

After the problem causes have been identified, and this is likely to take some time yet, the teams will still have to work on developing and evaluating possible solutions. It is, therefore, unlikely that any major changes will happen before the autumn. However, a number of improvements, which can be introduced more quickly, have been identified and action is in hand to make these changes.

For example, it was found that many of

those who left the Company did so within the first year of service. So Induction procedures are being reviewed to make sure that new employees get the best possible welcome to Marconi and are quickly made to feel that they belong and matter in the Company.

It was also found that the facilities for marshalling and controlling work as it came into each section were not good enough. We are, therefore, drawing up plans for improved marshalling and work-in-progress storage in each section.

As we found that the records of job tickets outstanding were not reliable, we made a complete check of about 20,000 tickets to make sure that we can now count on the accuracy of the records.

These changes, and the others which the project teams may recommend, will be introduced in the next few months. The work of the teams will continue and will deal with other problems, not only at Writtle Road, but also at Gateshead and Blackbird Road.

The use of project teams applying analytical methods is a new approach to problem solving for M.R.S.L. The results so far suggest that we are likely to get better results and more effective co-ordination of effort than we have achieved in the past.

New company formed

GEC's semiconductor activities are being brought together to form a single company, Marconi Electronic Devices Limited. The new company incorporates AEI Semiconductors Limited, GEC Semiconductors Limited, and the Microelectronics Division of Marconi Space and Defence Systems.

Central and commercial accounting activities will be established at the Lincoln headquarters, with development, manufacturing and marketing at the operational sites in Portsmouth, Wembley and Lincoln. Mr. A. J. Sadler has been appointed Managing Director.

Marconi Electronics will design, develop and manufacture integrated circuits, hybrid microelectronics, microwave semiconductor devices and assemblies, power semiconductor devices and assemblies.



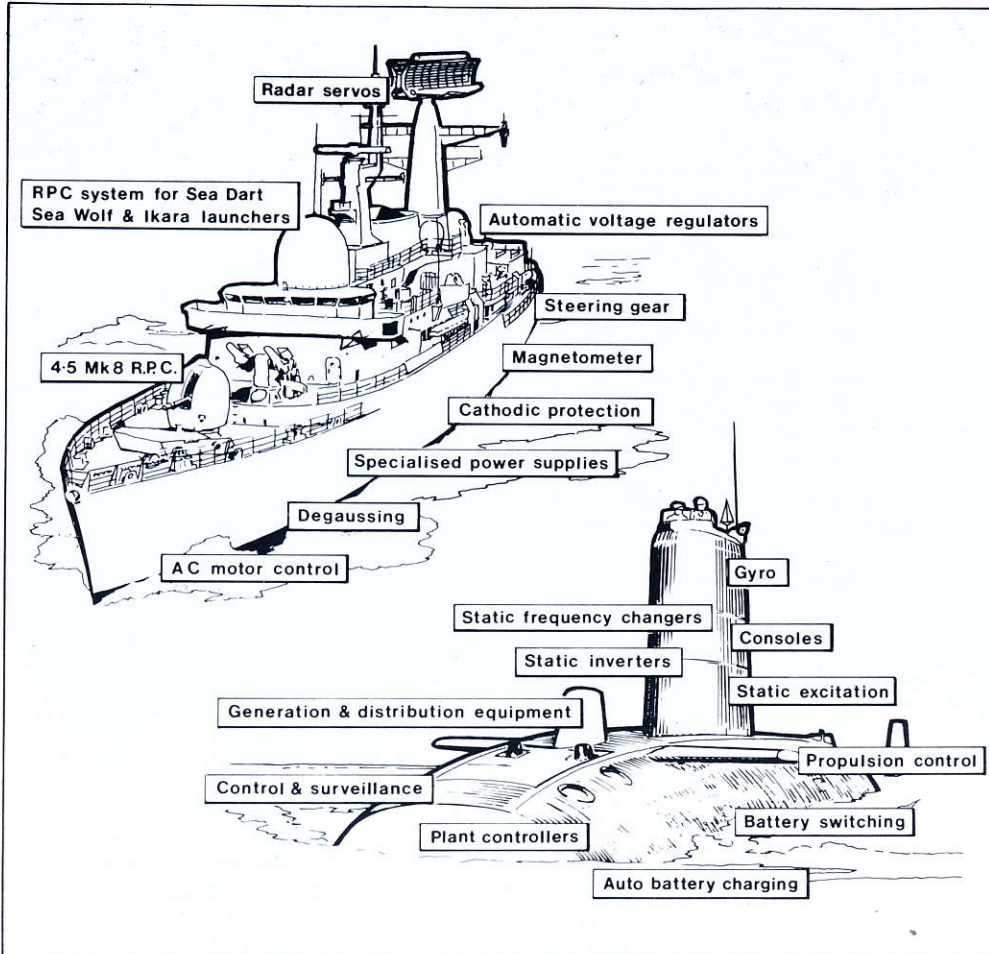
At the show...

A BUSY British Army Equipment Exhibition at Aldershot attracted a lot of attention from both home and overseas visitors. The Company was well represented on the GEC-Marconi Electronics stand, where our Control and Simulation Division was demonstrating its expertise in the field of military systems.

His Royal Highness Prince Philip, who showed a great deal of interest in the display, was caught by the camera in conversation with Tom Nuttall, Divisional Manager, on the opening day. Looking on is Sir Ronald Ellis, Head of the Defence Sales Organisation.

In our second picture, Writtle Road secretary Geraldine Goodman is shown taking a closer look at the Scorpion light tank, aided by a friendly soldier.

Spotlight on



RIGHT: Remote power control is supplied for the Sea Dart launcher, seen here in action.

MARCONI Radar is known throughout the world for the radars supplied to the Royal Navy and navies overseas, but the Company's involvement in naval equipment also covers a wide range of electronic, electrical and mechanical devices and systems.

These equipments, which carry out many of the unseen but essential functions during operations aboard ship, form a growing area of activity within the Company. Together with military systems, simulation and instrumentation, they are the responsibility of our Control and Simulation Division at Leicester, under Divisional Manager Tom Nuttall. The Division has been associated with naval equipment since the 1930's and has an annual turnover of several million pounds.

In common with the rest of the Company, the Division is in a position to act as a main contractor for major projects; for example, it is currently carrying out overall system design and project co-ordination for the propulsion system of the new Type 2400 patrol submarine.

Over the years a wide range of electrical systems and machinery controls for both surface ships and submarines has been designed, developed and manufactured, most



ABOVE: Jim Cooling of Loughborough University, who is a consultant to the Company, demonstrates a digital data transmission equipment for the control and surveillance of a gas turbine and three diesel generators.

RIGHT: The Royal Navy's A/S Mk 10 anti-submarine mortar, seen here at sea, employs Marconi rotating power amplifiers.

BELOW: Marconi control equipment for the chilled air plant of a nuclear submarine on trial at York Borg Warner.





Naval Control

of which has been sponsored or subsequently adopted by the Ministry of Defence (Navy) and many foreign navies.

The range covers equipment for power generation, distribution, conversion, and control and surveillance, and includes such items as voltage regulators, static inverters, frequency changers, d/c d/c converters, variable-speed ac motor controls, sonar amplifiers, and battery switching and automatic charging equipment for submarines. While some of these terms may mean little or nothing to the non-technical reader, the products themselves are very essential to the proper running of a fighting ship.

Another main area of activity is in power servo drives for weapons, and Marconi Remote Power Control (RPC) equipment is found on nearly every gun mounting and missile launcher in service with the Royal Navy, up to the latest Seawolf/GWS25. The typical RPC involvement in a new generation destroyer, such as the Type 82 destroyer HMS Bristol, includes systems for the 4.5 inch Mk 8 gun, the RN Ikara missile launcher, the Sea Dart missile launcher and the A/S Mk 10 anti-submarine mortar.

The Division's capability also includes

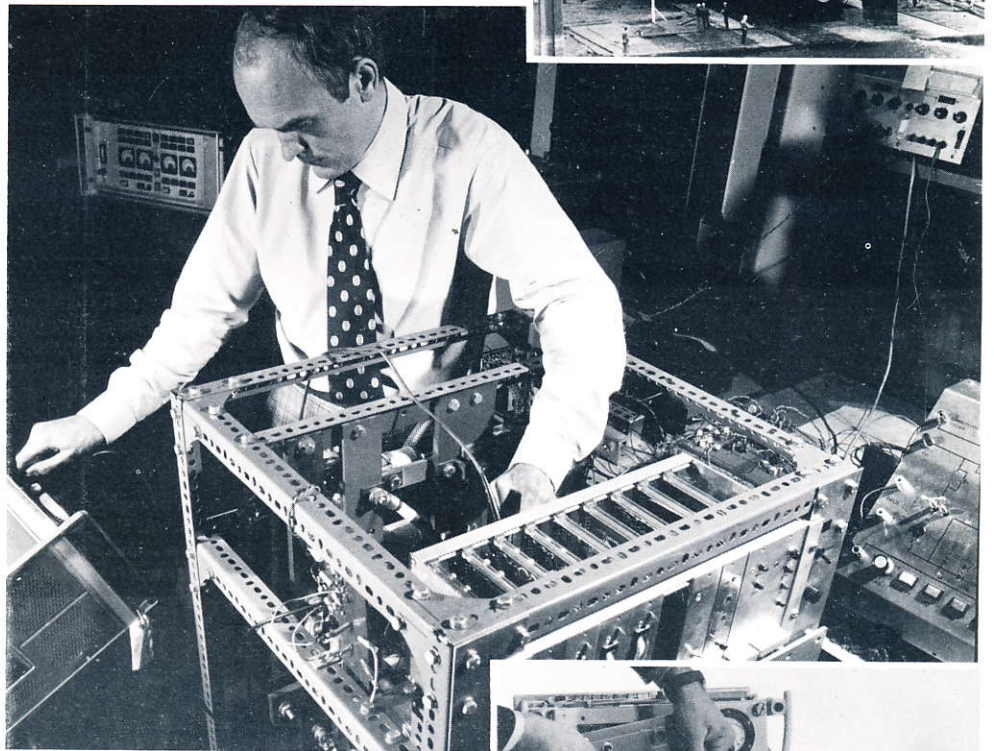
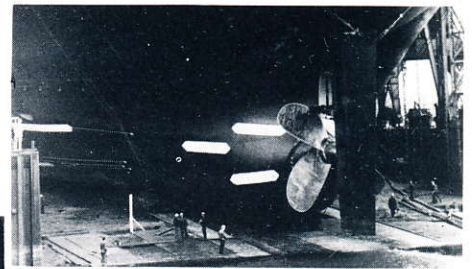
shipborne degaussing equipment, which is offered for vessels ranging from minehunters to frigates and submarines. The purpose of degaussing is to make a vessel appear magnetically neutral, so that magnetic mines are not activated by the passage of the ship.

Another active area is the design and supply of automatic cathodic protection, which protects the hulls of ships from corrosion.

RIGHT: Cathodic protection anodes seen on the hull of this ship in dry dock will help to protect it from corrosion.

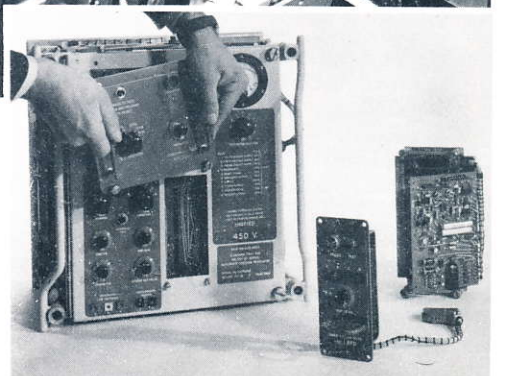
BELOW: Frank Whitby, section leader general systems at New Parks, adjusting a solid-state switching equipment which could eventually replace the noisy mechanical switchgear in submarines.

A continuous programme of research, design and development on naval control systems is carried out by engineers and technicians at New Parks, with assistance from the Great Baddow Research Laboratories and the GEC Hirst Research Centre as required. The products are normally manufactured at our Blackbird Road and Gateshead factories.



LEFT INSET: Harry Prince (right), Principal Sales Engineer, who is responsible to Control and Simulation Division for Naval Control Systems liaison world-wide, has just completed 25 years' service with the Company, having joined English Electric at Kidsgrove, Staffs., in 1955. He is seen here being congratulated by Tom Nuttall, Divisional Manager.

RIGHT: Showing the modular construction of the versatile Marconi 100VR automatic voltage regulator.





A view from the bridge of the huge container ship.



Adam on the dockside after the trip.

TWO young men from Control and Simulation Division — Colin Baker of the Tepigen Development team and Adam Winski of the Sales Department — recently had a busy and exciting three-hour trip on board one of the largest container vessels in the world.

THE main reason for the trip, however, was not for pleasure or excitement but to obtain slides for projection for the Tepigen Ship Simulator. Particularly required were shots from the bridge looking forward over the bow, and scenes of the shoreline features in Southampton Water to aid the modelling of this area for the Tepigen data base.

The vessel was the S.S. Cardigan Bay, 58,889 tons and the length of the QE2. Colin and Adam went aboard at 6.00 a.m. on a cold and blustery Saturday morning after a half-hour run on the pilot boat from Ryde Pier, Isle of Wight, which they describe as "none too smooth"!

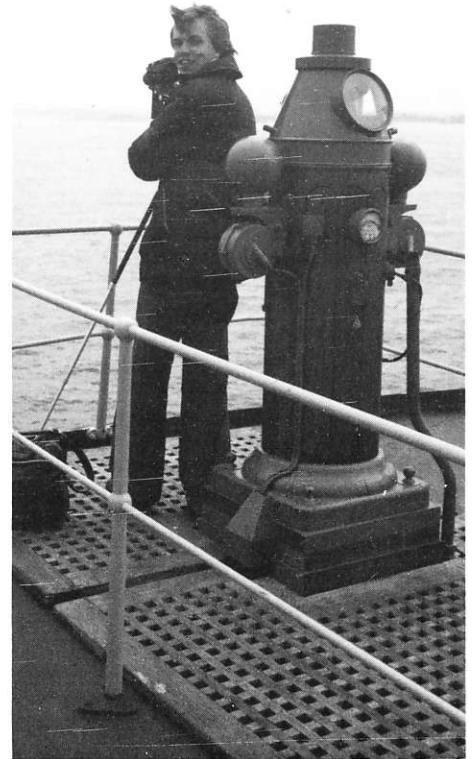
Once aboard, the Pilot — an experienced ship handler who has all the local knowledge required to ensure a safe docking — took his place at the centre of the bridge armed with his binoculars. The Captain, Colin Sandy, who was very helpful with information, spent the time checking and monitoring the course of the ship and marking positions on the chart.

Nearer the port, the pilot was in close communication with the Port Radar Authorities. Says Adam: "The berthing phase, which took about 25 minutes, was

CARRY ON UP THE SOLENT

extremely critical. The pilot was continually instructing the tug masters and the men at the fore and aft ropes, via the Chief Officer, ordering engine changes, using a remote tiller control, and controlling the whole operation.

"We learnt a great deal from the exercise, much of which we recorded on film and on audio cassette. Perhaps the most illuminating aspect was the pilot's use of visuals and just the 'feel' of the ship to negotiate the intricate channel up the Solent. These are two of the features that our Tepigen Ship-handling Simulator should be able to offer."



Colin sets up the camera.

Gateshead golfer wins Spanish trophy

Brian Brown, who works in the Packing Department at Gateshead, proudly displays the coveted Costa del Sol Trophy which he recently won in a golfing competition in Spain.

Played for at the beautiful Mijas Golf Club near Marbella and presented by the Spanish Tourist Board, the trophy is a statue of a Spanish fisherman made in solid silver mounted on an onyx base. The competition is run every year at the Costa del Sol as part of a golfing holiday arranged in conjunction with the 'Newcastle Journal' newspaper.



INTERNATIONAL FELLOWSHIP

LEARNED societies, academies, universities and individuals throughout the world are now being invited to nominate candidates for the Seventh Marconi International Fellowship.

The Fellowship — a \$25,000 grant — commemorates Guglielmo Marconi's creative contributions to science, engineering and technology.

The 1981 Fellowship will be made to a person who has contributed to the science or technology of communications or to applications thereof for the betterment of the lives of children. This includes advances that have enhanced health and intellectual development or have helped children to adapt to and contribute positively to changing world society.

Included are such fields as radio, audio-visual education, computer-aided instruction, computer-based medical diagnostic techniques to overcome such handicaps as autism, deafness, hormonal imbalances, etc.



Jack is pictured (left) with John Sutherland and Mrs. Warner.

Jack's 50 years

JACK Warner has retired from Development Division at Chelmsford after 50 years' service with the Company. He joined Marconi at the age of 14 — being introduced by his father, who himself had been with the Company since 1910.

After working for short periods in various workshops as part of a training programme, Jack settled in the New Street Wiring Shop; but during the flying-bomb period of the war he spent some time at Baddow to assist in the crash project 'CARPET', which was aimed at providing a jammer for the radio-guidance system believed to be carried by these bombs.

He moved to the Wiring Shop

at Baddow in 1952, and was then sent to Beehive Lane to assess its suitability for wiring assembly work. He was made Foreman in charge of this work there.

He joined Development Division in 1970 and was appointed to Company staff, since when he has operated a small workshop for the Division, assisting designers and supervising numerous apprentices.

Jack's leisure activities also closely followed those of his father. His father was a Captain of the Marconi 1st Eleven cricket team — and so was Jack. Incidentally, Sir Robert Telford was a member of the team during his captaincy.

A HOME FROM HOME?

A NUMBER of graduates will be commencing employment with us in Chelmsford throughout the summer months, the main intake being in August and September.

All these young men and women will be moving into the area and will need accommodation immediately. You may have thought of letting a spare room in your house to earn yourself some extra cash, but have never quite got round to it — possibly because you can't be absolutely sure that you will get someone you would like.

On this point we can probably put your mind at rest. We have

interviewed all the students and graduates, both male and female, and they have passed our scrutiny — but the final choice about who you will have under your roof is, of course, entirely up to you.

Accommodation can be bed and breakfast, or bed, breakfast and evening meal. It could be temporary, until the graduate finds a place of his or her own; or perhaps you know of a friend or neighbour who have a flat or house to rent on a shared basis.

Find out more by ringing Mrs. Joyce Wrench, Housing Officer, Int. Tel. New Street 773. Ext. Tel. 18.



CHELMSFORD LONG SERVICE AWARDS

BACK ROW (left to right): R. K. Walker, S. Fielden, R. A. Hastings, P. J. F. Cross, R. F. Frost (27), J. W. Sutherland (Managing Director), L. Barton, W. G. Chapman, R. M. Grimwood, P. Darney.

FRONT ROW: G. C. Whittaker, R. R. Potter (29), C. Monk, D. C. Bowerman, R. E. Manville, D. P. Dawson.

All 25 years' service except where stated.



Fred's farewell

Fred Squirrel (second from right), Technical Assistant in the Works Engineering Group at Writtle Road, received farewell gifts from Manager Jimmy Eaton (centre) on behalf of Company and colleagues when he retired after 12 years' service.



Send-off for Jane

Richard Bradley, Purchasing Manager at Writtle Road, presented his gaily-bedecked secretary Jane Hewitt with the gift of a table on behalf of her colleagues when she left (temporarily) to get married. Jane is now back in the fold as Mrs. Hatton.

Happy day out for disabled children



A MAGNIFICENT effort by the Marconi Youth Forum at Leicester, aided by contributions and sponsored events, has given a group of physically handicapped children a day's outing they will remember for a long time.

The children were from Ashfield School, Leicester — the only school of its kind in the county. Accompanied by many members of

the Forum, they were armed with a packed lunch and taken by coach to the seaside holiday resort of Skegness.

There they were able to enjoy free rides at the Pleasure Beach amusement park, have a meal at one of the local restaurants, and use some free time to do just what they wanted.

The outing was organised by Mark Bonshor, Chairman of the Forum, which is

open to any youth or girl at our Leicester establishments between the ages of 16 and 25, whether apprentice or not.

Mark would like to thank everyone concerned on behalf of the Youth Forum for their help both before and on the day.

Our picture shows the children and their helpers lined up for the camera at the restaurant in Skegness.



Ron Shaw retires

RON Shaw, who joined Metropolitan Vickers at Trafford Park in 1937, has retired from the Company at Blackbird Road, Leicester.

Ron began work in the Industrial Control Department, later transferring to Radar Production Control. In 1946 he was based at Metrovick's London office, returning to Trafford Park in 1952 where he formed a sub-contracts section to off-load machining, fabrication and assembly work.

In 1962, he transferred to New Parks as Assistant Head of Buying Department and subsequently Head of Department. He left the Company in 1970 but re-joined the Buying Department at Blackbird Road in 1972.

Ron is pictured (centre) with Owen Jones, Works Manager, Blackbird Road, and Ron Jones, Production Control Manager, after receiving a nest of tables from the Company and a heated food trolley from his colleagues.

Christian Fellowship

'MEET JESUS '80' is sponsored by a number of churches throughout the Chelmsford area during September and October of this year. The aim is to show the relevance of Christianity to everyday life in 1980 through speakers, music and films. Two full-time evangelists have been invited, and opportunities are being given for them to visit schools, industry and commerce.

Permission has been granted for Marconi Radar to be involved in these activities, and a number of special meetings will be held during lunchtimes at Writtle Road works between 6th and 17th October. The meetings will be informal and it is intended that there will be plenty of opportunity for questions and discussions. Details will be shown on notice boards, and printed invitation

leaflets will also be available.

The visiting speakers are Ron Spillards and David Morgan, who were both employed in industry before taking up full-time Christian work. The programme will include an instrumental singing group, and a short film will be shown. Everyone is welcome!

On 6th October at 12.35 there will be an Industrial Harvest Thanksgiving Service at Widford Parish Church. The speaker will be our Industrial Chaplain, Reverend John Hall, and again everyone is welcome.

Look out for further details on the notice boards, or contact Doug Jones on W.R.W. 2959 for advance information.

Jon Ellis,
Chairman,
Christian Fellowship.



New Parks romance

Our congratulations to Pearl Statham, Personnel Department, and Graham Smith, Pricing Services, who got together at New Parks and decided to get married. We show the happy couple signing the register at St. James Church, Newbold Verdon, Leicestershire.



M.P. OPENS NEW PARKS CLUB

WEST Leicester M.P., Mr. Greville Janner, Q.C., pulls the first pint after officially opening the new Sports and Social Club at New Parks. Looking on (left to right) are Ron Foulkes, Director Fisher Controls Process Instrumentation Europe; John Sutherland, our Managing Director, and Bernard Meggs, Chairman of

the Club's management committee.

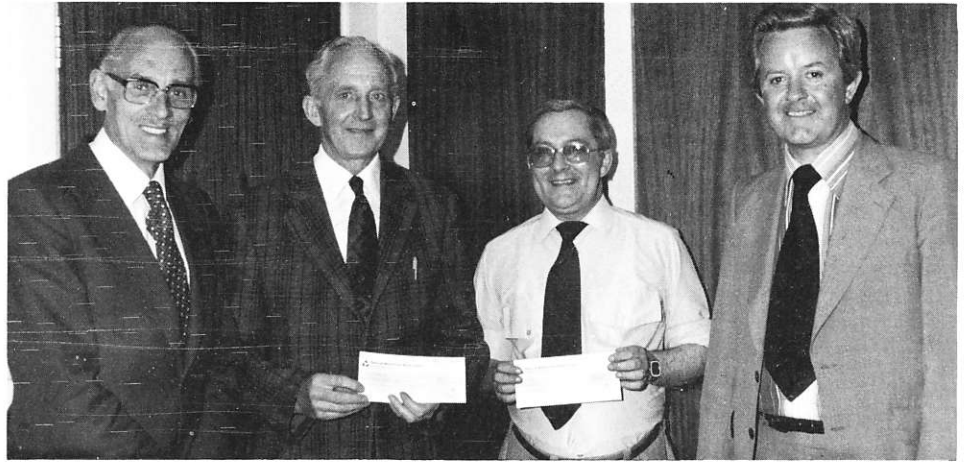
In his address to the gathering at the opening ceremony, Mr. Janner said that he was extremely pleased to see companies taking an interest in their employees' leisure hours and providing them with such splendid facilities.

Two good suggestions

TWO employees at Blackbird Road recently received suggestion awards following the adoption of their suggestions by the Company.

Cyril Robinson submitted a design of a machine to enable the insulation of transformer wire to be checked prior to winding, thus reducing the amount of re-work necessary during manufacture of oil-filled units. Cyril's idea has also been submitted to the Suggestions and Inventions Main Committee for further consideration.

Brian Ellis designed a jig to test electrical units used on the Type 909 radar. The jig considerably reduces the test time of the units during manufacture.



Pictured (left to right) are Works Manager Owen Jones, Cyril Robinson, Brian Ellis and Ken Merricks, Planning and Development Manager.



A helping hand

THE Marconi (Leicester) Charities Committee, whose funds are financed solely by weekly contributions from Marconi Radar people at Leicester, continues to give valuable support to a wide range of local charities.

Our picture shows an occasion when the then Lord Mayor of Leicester was presented with two cheques. One, for £100, went to the Leicestershire and Rutland Royal Society for the Blind; the other, for £111, was given to cover the expenses of a visit for disabled children to Aberglaslyn in Wales.

Committee members in the picture with the Lord Mayor are (left to right) Stan Heath, George Skipp, Cliff Shuttlewood, Owen Jones, D. Coley and Margaret Stanley.



SEVENTEEN-year-old Sylvia Burford, whose father is Howard Burford, Manager, Transmitter Laboratories at New Parks, has gained a scholarship from A.F.S. (American Field Services) International which will enable her to spend a year in the U.S.A.

Sylvia, who leaves for the States this month, will live as a member of an American family and attend the Brien McMahon High School in Norwalk, Connecticut, until July next year. Until recently she was a sixth form pupil at Rugby High School.

Over the past few weeks Sylvia has become a familiar figure at New Parks, where she has taken a temporary job as canteen assistant until the time comes for her to take off on her exciting journey. Our picture shows her setting out on one of her 'rounds' with the trolley.

THE Marconi Golfing Society, Chelmsford, have been very busy of late fulfilling a number of interesting fixtures. Their programme went as follows:—

Thursday, 5th June — Lost 7 and 5 to Cable and Wireless at Chelmsford.

Wednesday, 18th June — Won 5 and 1 against Bolton Paul at Maldon.

Saturday, 28th June — President's Day at Maldon.

Friday, 4th July — Drew 3 and 3 with Maldon at Maldon.

Friday, 18th July — Lost 6 and 2 to Channels at Channels.

On Saturday the 12th July the Marconi Gala held their Golf Day at lovely Braxted Park, home of Sir

Chelmsford golfing news

Michael Clarke, Managing Director of the Plessey Company, who kindly lent the 9-hole course for the day.

Ten teams from various G.E.C. establishments competed in the four-somes and a very enjoyable day was had by all.

The Paxman's team from Colchester ended up eventual winners with Marconi Radar finishing a creditable 5th under the captaincy of Alan Shelley, Chelmsford Works Manager.

The performance of the day was by

Marconi Radar team man John Vince (Baddow) when he returned a gross score of 67. With a handicap of 16, he ended with a net score of 51, a total of 13 strokes below his normal handicap.

In the annual golf match with Marconi Communications for the 'Tom Mayer Cup', played at Chelmsford Golf Club on July 3, Marconi Radar won the four ball better ball competition by 4 matches to 2.

PHIL CHAMPION



LEICESTER HOLD ON TO GOLF TROPHY

□ FOR the fourth year running the Leicester team collected the trophy in the annual golf match between Chelmsford, Leicester and Gateshead, held at the Western Park Golf Club in Leicester on June 20.

Our picture shows Alan Warren (second from the left) receiving the trophy from Derry Johnstone, Development Manager, New Parks, with (left to right) team members Ron McEwan, Ron Copeland and Peter Robinson.

Although the presentation of the Queen's Award to the Company at Chelmsford coincided with the fixture (writes Alan Warren), we do not accept that the Chelmsford contingent were in any way weakened by their earlier celebrations! However, we all look forward to next year, when Ron Simpkin, captain of the Gateshead team, is trebling his team strength (possibly with Newcastle Brown) and promises to relieve Leicester of the said trophy.

In addition to the trophy competition, this year there was a better ball pairs competition which resulted in the Chelmsford pair of Tony Corfield and Alan Stevenson departing from Leicester with a handsome tankard each.

Football AGM

THE Annual General Meeting of the Marconi Inter-Departmental Football Competition was held on June 17, and the officers for the year 1980/81 were elected as follows:

President	— Tom Mayer, Managing Director MCSL.
Chairman	— Phil Champion, Radar.
Secretary	— Steve Aldred, Radar.
Treasurer	— John Knight, Radar.
Referees Secretary	— Mick Downes, Comms.
Fixtures Secretary	— John Pickering, Comms.

The Marconi Representative Team will play their next fixture against the Basildon and District League at M.A.S.C. on Saturday, August 9. Marconi will be looking for a win, as Basildon beat them 3-1 in the match played at Basildon last October.

The 1980/81 Inter-Departmental League fixtures commence on Monday, August 11. Once again the competition will consist of two divisions with ten teams in each. Radar teams in the 1st Division are Radar Software 'A', Radar Commercial and Radar Apprentices. 2nd Division teams are Radar Software 'B' and Radar Support.



"Bumpers are playing up again"

YOUR NEWS

☆NEWS stories, photographs, or other items of interest concerning the Company and its people are always welcome for possible publication in 'ECHO'. Copy date for the next issue is September 24. Your contact is Arnold Smith, Editor ECHO, MRSL, New Parks, Leicester. Tel: (0533) 871481, Ext. 60, Int. 577. Or at Writtle Road material may be handed to Christine Merrill, Assistant Publicity Officer.

Athletic Club

MARCONI Athletic Football Club has just completed a consolidating season, the end of the season's improved form coming too late to earn any honours. The club has two Saturday teams in the Mid-Essex League and one team in the Sunday League, and offers excellent facilities at M.A.S.C.

The club is always interested in new players to strengthen its teams and invites them to join in any training sessions. It is hoped to continue light training throughout the summer at M.A.S.C. every Wednesday evening from 7 p.m. Further details from John Wood, Baddow Int. 615, Ext. 418.