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AVON FIRE BRIGADE JOURNAL



SPRING 1988

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AVON FIRE BRIGADE JOURNAL

SPRING 1988

EDITORIAL

WELL, here it is, my first journal as Editor and I hope you find it at least different.

If you have any opinions about it, please let me know as it is your journal and if nothing else, I may be able to use your comments in the next edition.

I have tried to broaden the contents of the magazine and you will find some sections which I hope to keep as regular features.

Lack of space prevents an operational section but this will be included along with new equipment or ideas in the next edition.

I hope to hold a meeting for the magazine committee early in the year to discuss this issue.

Response to the request to name the journal was abysmal, with only eight replies and most of those came from the staff office, but nevertheless we have managed to find a name which I think is appropriate as "NOVA", apart from being 'AVON' backwards, is a type of star which, in the great universe of Fire Brigades, is Avon's rightful position.

The opinions expressed in this magazine do not necessarily reflect the views of the editors and publishers and may not represent the official opinion of the Fire Brigade.

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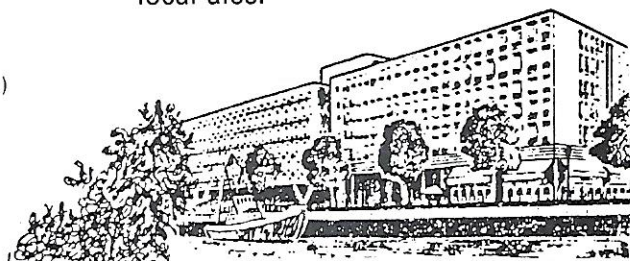
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CHIEF OFFICER'S ADDRESS

Frank Wilton, Chief Fire Officer

ANOTHER year has passed and I think, before our memories become too misted, we should remember what a magnificent year 1987 was for our Brigade.

Although saved from the worst of the weather early in the year, the Brigade rose to the challenge when calls from the public came in for assistance and "Operation Freeze-up" was initiated. An emergency control was set up and manned by Brigade personnel to deal with emergency calls, these were processed, and services for transport, dealing with flooding, the supply of gas cylinders, blankets or heating etc., were quickly mobilised, with daily meeting of all departments concerned. The emergency control successfully operated every four days. This experience was followed by the major gas explosion at Wickwar where the Brigade and its Emergency Planning Function again came to the fore.

Our First Aid Team has had another successful year with places gained at most of the competitions entered as well as representing the British Fire Service at the Grand Priors Trophy yet again. I look forward to the New Year when perhaps new blood (a significant expression, perhaps!) will join the group to keep the Brigade foremost in First Aid competitions.

The highlight of the year was, of course, FIRE '87 when visitors from other Brigades, both national and overseas, were hosted by the Brigade. I have received many letters from the organisers, delegates and manufacturers praising the organisation of entertainment, transport and accommodation, with special mention to the cheerful and efficient manner with which all personnel carried out their duties.

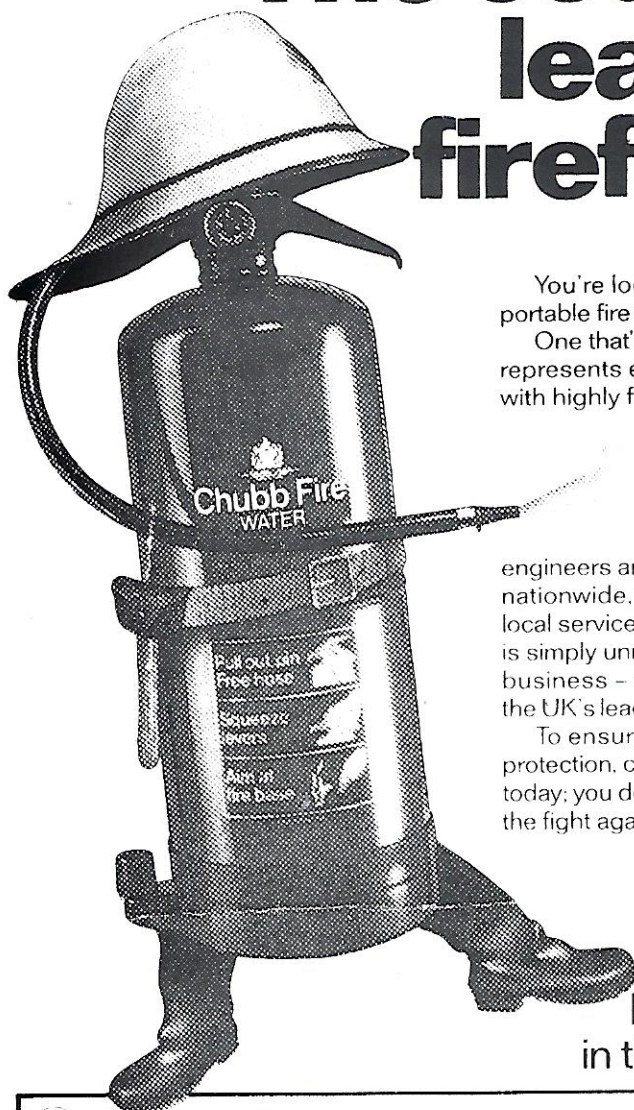
Among the many distinguished visitors to FIRE '87 were Major General Antoly Mikeev, the head of the Fire-Fighting Directorate of the Ministry of Internal Affairs in the Soviet Union and Mr. Douglas Hurd, the Home Secretary.

With more than 3,000 visitors from 52 countries and in excess of 100 exhibitors the challenge was tremendous and I am extremely proud of all personnel, both uniformed and non-uniformed, wholetime and retained, who responded so magnificently in putting Avon so firmly on the map of true success.

We are now stepping into the challenge of a New Year and I am confident that we will respond with the same spirit that has placed us in the forefront hitherto — my grateful thanks and best wishes to you all and your families.

**FRANK WILTON
CHIEF FIRE OFFICER**

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FOREWORD

**Brian Bowden,
Divisional Commander 'B' Division**

FIRST, may I wish all readers of the magazine a belated Happy New Year.

In order to quickly cover the 'Domesday' aspect as required of all foreword composers, the watchwords for '88 must be awareness and endeavour of the last year such as the highly professional resolution of a number of large incidents and international acclaim achieved in respect of Fire '87, so ignoring the increasing pressures of constraints and restrictions under which we are required to work. Each and every one of us must make special effort if the citizens of Avon are to get the professional service which they have come to expect.

In lighter vein, I am told that our poor old Editor is still having to do all the work himself. He's making a good job of it with new features such as, Ladies Page, Motoring items etc., but it is heavy going. There must be budding authors around the stations and offices who have had interesting holidays or noteworthy experiences (— the intimation of a vacancy for the post of Censor appears on Page 48-). It's our magazine so it's our job to keep it going.

All things considered, I believe that we are now in an interesting phase in the development of the Avon Brigade. The worst aspects of the traditional approach to management and inter-personnel communications are rapidly disappearing and being replaced by a more direct and accountable management style; the last of our museum rated appliances has gone to the scrapyard in the sky, with firemen designed Saxon appliances being commissioned at a welcome rate. Our equipment is now right for the job largely due to the corporate system of selection and appraisal currently being adopted. I understand that our Fire Protection and Planning Division are entering the technological age and it is rumoured that certain 'North County' personnel are even receiving the occasional radio message!

In spite of the lack of cash, I am convinced that we will survive and flourish as a Brigade — subject of course to our members at the Big House continuing to receive Divine guidance.

My best wishes to all, both uniformed and non-uniformed, and I hope that, in spite of the tribulations experienced by individuals in our team, your 1988 will see all ambitions realised — and the fish bigger than ever!

BRIAN BOWDEN
Divisional Commander, 'B' Division

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Divisonal Officer

Andy Walters moves to Greener Pastures

D.O. Andy Walters, Divisional Commander of 'A' Division, is on the move. He has been promoted to Staff Officer to Her Majesty's Inspector Fire Service (Territorial).

Joining Worcester City & County Brigade in 1968 after years of being a tool room turner where his claim to fame was to make parts for Concorde one morning and a Romany caravan in the afternoon. His interest in Fire Brigades was aroused so he joined the A.F.S. in 1965 and then went on to be a Retained Fireman in West Midlands.

He climbed to the rank of Station Officer in Worcester when his talent was spotted by Avon and he came to us as Assistant Divisional Officer in charge of Communications. During his stay there he designed and instigated the new system of call-out as we now know it.

A further move took him to 'B' Division both as a Divisional Fire Prevention Officer and Deputy Divisional Commander. After re-organising everything in sight at Bath, in 1986 he found himself in charge of 'A' Division.

His new post will send him inspecting Brigades all over the south from Kent to the Isles of Scilly and from Gloucestershire to Jersey, and now he is working with Mr. Robins, a renowned sportsman, he will be able to develop his dormant sporting prowess.

Andy is well liked by his colleagues who all wish him success and satisfaction in his new post.

Annual Christmas Jog

OVER 90 runners turned out for the Christmas sponsored jog on Sunday, 27th December, many of whom were in fancy dress.

This year over £2,000 was raised which is to be donated to the Sean Francis Appeal Fund. Sean, aged 5, suffers from cerebral palsy, a condition which affects his ability to walk, talk and exercise hand control. The appeal fund has been set up to send him and his mother to the Peto Institute in Budapest, Hungary, where he can receive Conductive Education, his best chance to reach his full potential.

Sean took part in the jog, being pushed around Headquarters in his pushchair by many of the runners and we look forward to this year's event when it is hoped even more runners from the Brigade will turn up for what is a very enjoyable event.

Photo: Mike Hughes prepares to be carried around the corner by a binman.



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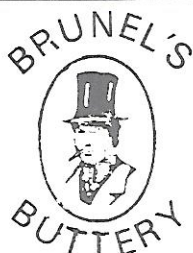
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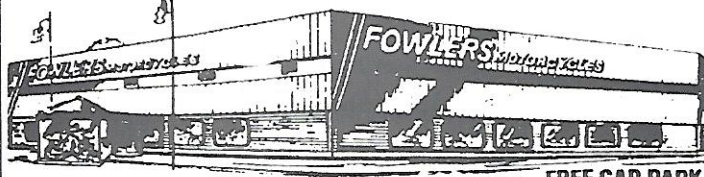
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RETIREMENTS

Paddy Creton says goodbye

ON 31st August, Paddy Creton said goodbye to the Brigade as a firefighter. A free-thinking man with a wicked sense of humour he should not leave without his life story to date being told.

As an infant, with his father away with the Scots Guard fighting the war, his mother decided to evacuate from the London blitz to her native Ireland. Paddy returned in 1946 aged ten years believing he was Irish but soon re-adjusted to London life and schooling. The artist in him started to develop so off to Greggs College, Croydon to study graphic art.

He entered the nursing profession and gained State Enrolment as Mental Health Nurse in Southampton General Hospital where he became the established expert in shaving. At Southampton General his interest in Union activities began.

In 1961 he joined the London Fire Brigade and was stationed at Bethnal Green when with a pregnant wife, he moved to the more leisurely pace of life in the City of Bath Fire Brigade.

During his service in the County of Avon his Union activities increased and his logical thinking, common sense and humour will be sadly missed. Years ago in negotiations with the Chief Officer, his quick thinking came to the fore when asked why men needed to take time off in the small hours. He quickly replied, "fishing".

Many stories can be told but I will relate just one and this recalls a visit to a F.B.U. Conference in Blackpool. Pat, not known for his eagle eyesight had just driven uneventfully along the M5 and M6 with other Union officials in his car, and on this overcast, rainy evening was entering Blackpool when he stated, "Nearly there — I can see the Tower". When the other members peered out into the gloom, all they could see was a giant power cable pylon.

We wish him good luck with his new venture in retirement as a sculptor.



Paddy Creton with Brian Wetten.

EDITOR

Jack Davis Retires

THE Control Room has said goodbye to yet another member when Jack Davis retires.

Jack joined us when Avon was formed after serving with Bath Fire and Ambulance. He joined Bath Ambulance Service after active service in the Navy during the war and his good nature and humour were welcome in the confines of the Control Room.

You could never forget Jack because his greeting handshake would leave you bruised for a week, but that hard exterior hides a compassionate man, who spends many hours visiting and helping the sick and old folk.

He has a real soft spot for children and should any visit the Control, they always left with 10p from Jack's pocket, which must have cost a fortune over the years. He will also be able to take his grandson, Daniel, to every Rovers home game.

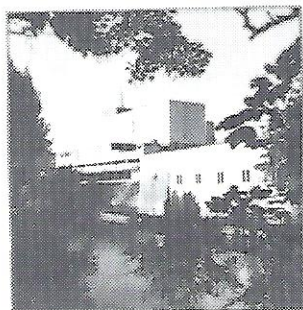
The computerisation of mobilising gave him a new skill, that of typing, which he mastered with extraordinary speed, and during the typing courses arranged for Control Staff, he even managed to find time to demonstrate his dexterity to his colleagues!!

Jack goes into retirement with time to pursue his hobbies of walking and horse racing, hoping that with the extra study of form he may pick up a winner.

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May we all wish Jack a long and happy retirement with his wife, May, and children Mabel and Jack.

ED.



Jack surrounded by members of his Watch on last night duty.

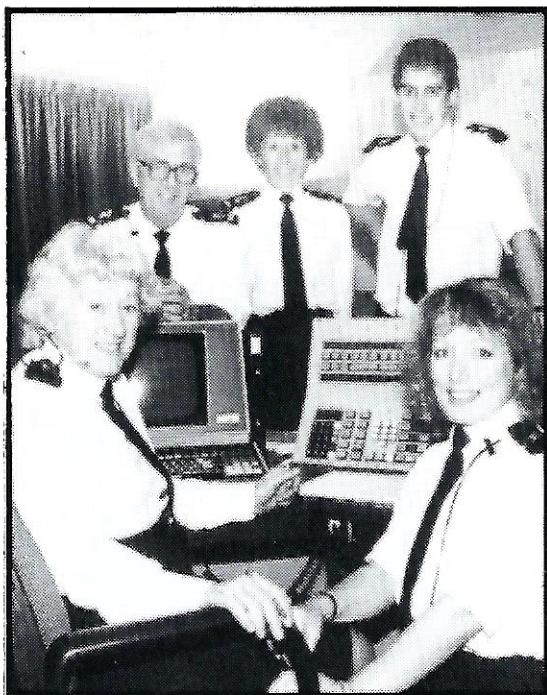
Lily Wyatt

LILY is pictured here on her last night of duty before retiring; some say to look after her husband Ray.

During the war Lily was an evacuee from London living in Chelmsford but before she left home she saw the blitz. Both her place of work and home was bombed. The bomb aimer must have known that Lily was part of the huge war effort tailoring Army uniforms. It was rumoured she put the sandpaper in the collars of battle dress jackets.

She joined the Land Army and moved to Flax Bourton working there for seven years and was well known for her prowess with a tractor and trailer. The farmer for whom she worked had a handsome nephew who swept her off her feet and in 1954 Ray and Lily were married. In 1959 the ranks of the Somerset section of the Auxiliary Fire Service increased by one when Lily joined, and during her service attended all the exercises which she enjoyed greatly.

Her appetite for Service life was wetted so in 1974 she joined the Avon Brigade and has given faithful service in Brigade Control ever since. Her skill and charm will be missed by her colleagues who all wish her happiness in her retirement.



Lily Watt, last night duty.

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Fred Hood Retires

FRED HOOD, who retired from the Brigade Control in July, was one of the few Control staff who saw service at the old Bridewell building, and in that time experienced that big step from plug in PX switchboards to full computerisation.

Fred joined us after a long period with Bath Ambulance Service, where he was a driver/attendant.

He joined the Brigade Control in 1969 and very early in his career took a call from a member of the public who reported that he had a "tree up a cat" and no matter how Fred questioned the caller, he insisted it was correct. When the crew arrived, of course the cat was up a tree as first expected.

When Avon was formed, Fred was promoted to Leading Control Operator, and his local knowledge of the Bath area was a tremendous asset.

Unfortunately ill health has speeded his retirement but I must admit when I met him at his retirement social evening, he looked in the rudest of health.

I'm sure I speak for all Brigade members in wishing Fred a long and happy retirement, making full use of the camera he was given by his colleagues.



Fred Hood with Chief Officer at Retirement Evening

ED.

An Addition for Bristol Fire Museum

IN November the collection of fire appliances in the Bristol Fire Museum increased again after it received a machine from Oldbury Power Station.

The 1953 Commer/Miles pump was a very generous gift from the Power Station after being retired from active service. It gave many years' service at Stroud Fire Station before going to Oldbury, and now it will be rebuilt by volunteers at the museum.

The picture shows the Chief Officer and Gordon Feaver on behalf of the museum, receiving ownership from Keith Badley, Manager of Oldbury Power Station, surrounded by men of the works brigade.



Howard Biggs

(Proprietors: B. E. & P.A.I. LYONS)

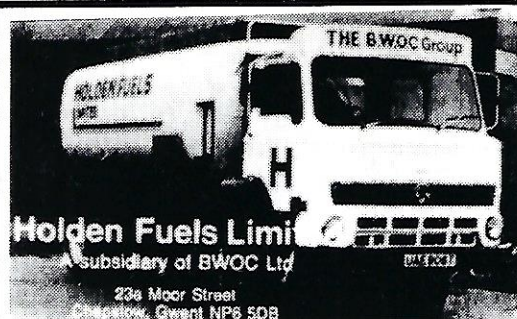
MONUMENTAL MASONS



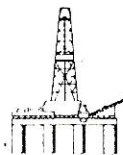
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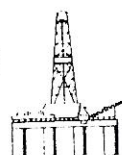
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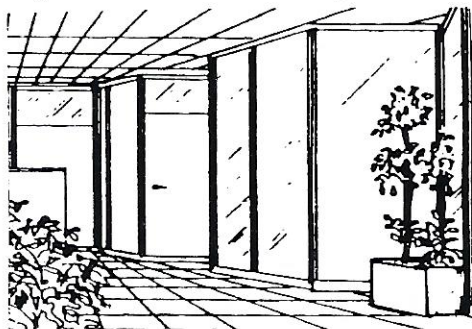
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BENEVOLENT FUND ACTIVITIES

Father Christmas Rides Again

CHRISTMAS was upon us and we were bombarded from all sides by local playgroups asking to borrow Father Christmas outfits. It was so busy last year we had made, at practically no cost, another suit.

The Christmas Carol Float was brought out and checked over. Our float at C2 Clevedon is now older than I care to think about! It was first made some twenty years ago by the men of what was then Station A4 Somerset Fire Brigade and kept in the garage at the rear of the Station. For those who have not seen the float, it is a sleigh with a reindeer, which is larger than life, complete with flashing red nose, lights on the antlers and all around the sleigh. The whole lot is mounted on a caravan chassis.

Over the years it has raised money for the Benevolent Fund, and the



hard working wives and friends of Station personnel who go out in all weathers enjoy every minute collecting. To see the faces of the children light up when Father Christmas on his sleigh comes down the road is a delight. Many people look forward to seeing us come around and several stops are forced upon us to help consume mince pies and toast the

season.

I would like to take the opportunity, through the journal, to thank all those people who helped this year to raise such a magnificent sum and look forward to the challenge of increasing it again next year.

**ERIC PIMM
C2 CLEVEDON**

“The Drum and Monkey” Barbecue

ON Saturday, 8th August, the “Drum and Monkey” public house at Kenn was a hive of activity as the manageress, Mrs. L. Summerhill, prepared a barbecue in aid of the Benovolent Fund. During the previous week she persuaded her food suppliers to donate beefburgers, sausages and buns for the event.

The barbecue was built in 1986 by members of C2 Clevedon and Brigade Control for a similar event and such a good job as done, it was still standing a year later!!

The weather was overcast at the start of the day but slowly improved, leaving us with a warm and calm evening. Steve Carpenter, (C2), the chief chef, soon had the charcoal glowing.

The evening began slowly, then things started to “hot up”, finishing with a “roaring” trade.

Burgers, hot dogs, jacket potatoes, all smothered in relish, were being consumed in vast quantities.

Entertainment was provided by a local group called “Newspaper Taxi” and the Clevedon Pier Majorettes gave a spectacular demonstration of their routine.

The evening was a tremendous success and the following week Mrs. Summerhill presented a cheque for £140, for which as Benevolent Fund Representative, I wish to thank her and all those who contributed, helped or attended.

**ERIC PIMM,
C2 CLEVEDON**

1987 Clevedon Bed Race

THE sky was overcast and rain had been falling, it was seven in the morning and preparations for the Clevedon Bed Race were well under way. Over the next two hours, all members from C2 Clevedon and friends coerced into helping, transform the Salthouse Field into what one observer described as “a Grand Prix Pit Area”. Miles of bunting, direction signs, public address system and of course the lap recording board, all set up in record time. Our local scout group did a magnificent job providing tents for shelter and supplying refreshments.

With the largest number of fancy dress entries ever, competition was close, and Clevedon Police dressed as pigs, complete with curly tails, won by the closest of margins.

The race started at 1100 hrs. with each bed starting at one minute intervals.

The winners, T.R.W., raced into a record time of 51 minutes, 5 seconds.



Over £1,400 was raised and with no accidents, the event was a great success.

On behalf of the organising committee, I would like to thank all those who contributed or helped, and look forward to 1988 when I hope to see more Brigade entries.

“Fireman’s Fancies”, Bed No. 2, was entered by wives, daughters

and friends of the men at C2 Clevedon and pictured we see Beverly Golding, Andrea Eaton, Sarah Moxham, Julia Thorpe, Jessica Alvis, Claire Eaton and Judie Harris.

**Fireman ERIC PIMM
C2 CLEVEDON**

First Experience Lasting Impressions

AT 1436 on Monday, 20th July, I was winding down after five hours damping down a wastepaper fire at Portview Road in Avonmouth when the Stn. got a call from Brigade Control, "Lorry over cliff, The Portway, Shirehampton". Having just come off the Training School, this sent the "butterflies" fluttering and many visions sprang to mind in the few minutes it took us to arrive at the scene.

Of the emergency services we were the first to arrive but there was already a gathering of concerned motorists.

I followed the Station Officer, equipping myself with two hand radios, making our way towards the lorry which had left the road, crashing through iron railings and plummeting 70 feet down a steep embankment on to a railway track.

Upon reaching the lorry we found one casualty lying on the track being attended to by a passing motorist who happened to be a member of the Red Cross Society. We immediately turned our attention to the crushed cab where there were two persons trapped but still conscious.

These were for me nerve-racking moments concentrating on orders passed to me, and making myself useful without getting in anyone's way. At this point my main tasks were fetching equipment. A lowering line had been made fast at the top of the slope, trailing down to the scene at the bottom; the line made the journey a lot easier but I still made several journeys taking any equipment I thought would be useful.

There was now a steady flow of support arriving from the Ambulance, Brigade and Police, and a Water Tender and Turntable Ladder from Temple. Down at the scene of operations the first casualty had received medical treatment and having been strapped into a paraguard stretcher was being manhandled up the bank to a waiting ambulance.

Soon after the second casualty was released from the cab and this was a relief as it was apparent he was in great pain.

By this time the Major Rescue Tender had arrived and was used to take the weight of the lorry which was balanced in a rather precarious position. The Turntable Ladder was extended horizontally from the road above and was used to raise the second casualty up the bank using a lowering line and guy lines.

By now nearly an hour had passed and it was obvious it was going to be a tricky job releasing the third casualty from the cab. The Hurst gear was already set up and the Station Officer and a member of the MRT crew were hard at work in the cab. My task was supplying them with different equipment and supporting the intravenous drip set up by the paramedics. This was ideal as I could make myself useful and observe the job at close quarters.

The casualty was in remarkably good spirits, coping with the situation very well; this was very helpful even though he had consumed a rather large quantity of Etonox and pain killers.

Using small cutting gear the seat upon which the casualty was firmly placed was cut away from beneath him and this proved to be very effective as it was now possible to see what exactly was trapping him. After some more cutting and the consequent removal of a lemonade bottle and a clipboard which was partly responsible for him being trapped, he was released and after some medical attention he too was strapped into a paraguard and lifted to the waiting ambulances.

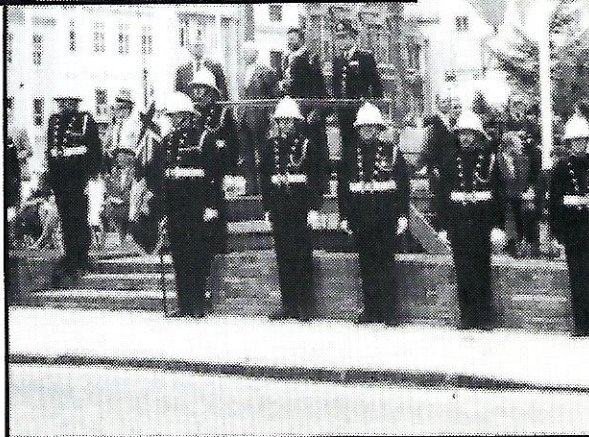
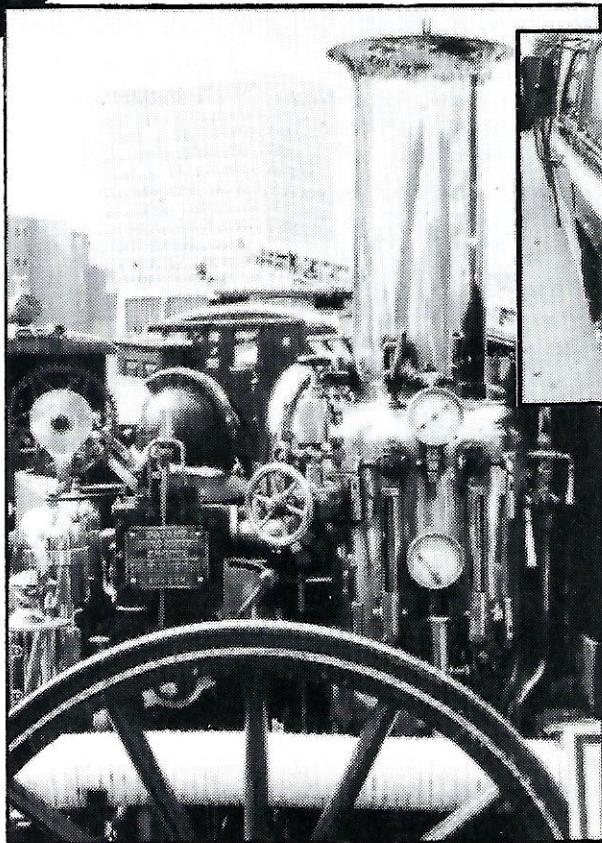
It was now over two-and-a-half hours since our arrival and everyone was pretty tired and relieved to see the last casualty on his way to hospital.

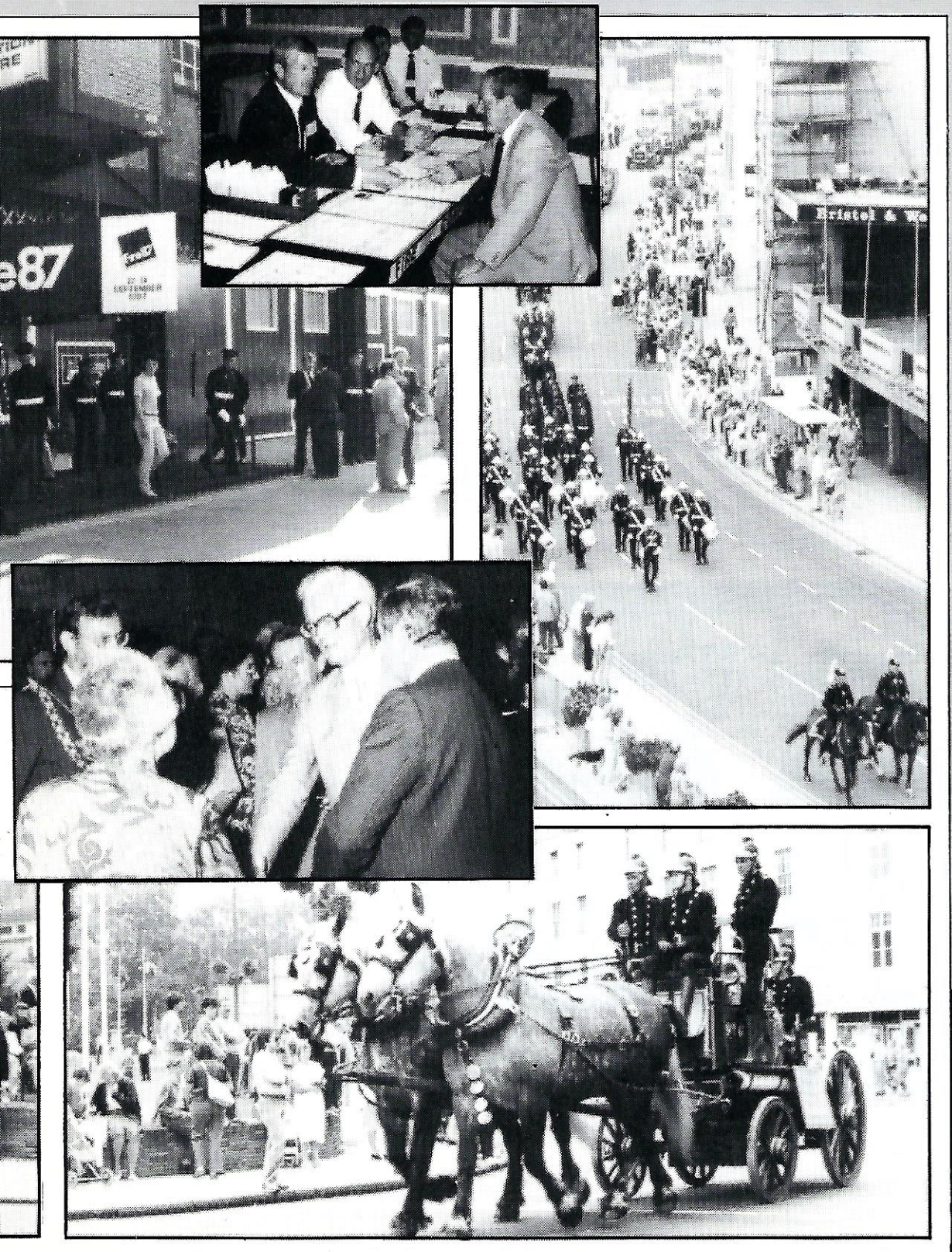
It was a well organised operation with the different services and crews working together. The extraction of the driver was well thought out and not over-rushed but with due consideration to haste. The equipment was well utilised and I personally think the Cengar saw with unbreakable blade and a small pair of extremely sharp angled scissors carried by the paramedics were very useful and on the day proved to be invaluable.

I have heard it said no incident is the same, but this one was a definite one off and having been in the job five minutes, I feel fortunate to have gained the experience of being part of it.

***Fm. R. J. EDDY,
No. 480, Station A3, Avonmouth***

Fire87



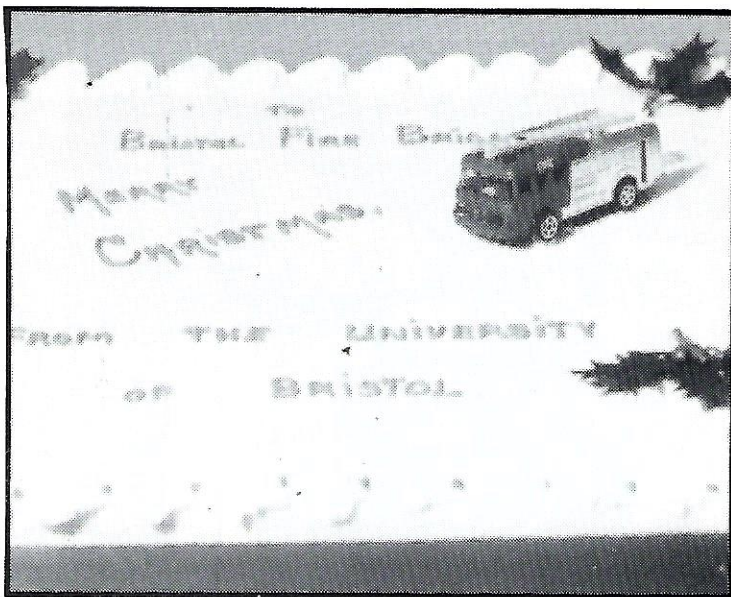


Thank You Cake!

Mr. Norman Pearce, Bristol University Senior Scientific Safety Officer, paid an unexpected visit to Headquarters on Christmas Eve and presented a cake to Stations A1 and A2.

Norman, well known to the Brigade for the excellent service he provides supplying us with expert advice on hazardous materials, gave the cake for services rendered at the fire in the University's Chemistry Block.

The picture shows the detail of the cake which stimulated some comment as "Bristol Fire Brigade" and not "Avon Fire Brigade" was written on it, for which Norman profusely apologised.

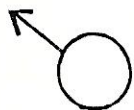


Speedy Collection

When the B.B.C. ran their telethon "Children in Need" the men of C10 Yatton put a challenge to their Officer in Charge, Sub Officer Colin Todd, that if he could arrange for their application to take monies to the B.B.C. in Bristol, they would raise some cash.

In the 20 minutes it took Colin to gain the necessary permission, the men of C10 raised between them £312.43p, a magnificent effort in such a short time.

The photograph shows Colin being interviewed by Radio Bristol, surrounded by his men, after delivering their cheque to the studios.



WOMEN

Shaheena Ahmed

WHEN you visit those fashionable shops and see before you rack upon rack of the latest fashions, spare a thought for those who are restricted in what they can wear.

Shaheena Ahmed, a member of Headquarters staff, and from a devout Muslim family, is such a person. She tries to dress in a traditional manner but by clever use of materials and colour transforms the classic style into a younger fashion.

Only at work does she wear European style clothes, long skirts or trousers and long worn sleeve tops; at home and on all other occasions traditional style clothes are worn. This comprises Salwar (trousers), Kameez (shirt) and Dupatta (scarf), designed by Shaheena and made up by her sister.

Plain and patterned silk is the normal material but Shaheena prefers satin with bold colours often in contrasting panels. The Dupatta has intricate embroidery using silver thread which, along with jewellery of traditional design, complements the complete outfit.

Accessories are no problem as only a small purse is carried and flat shoes are worn, both items highly decorated with sequins or diamante.

With careful thought Shaheena can dress in clothes which she likes and are acceptable to her family.

The picture shows Shaheena in clothes of her own design. A stunning outfit of simple black and white panels worn with silver coloured high heeled sandals.



Shaheena in her traditional clothes.

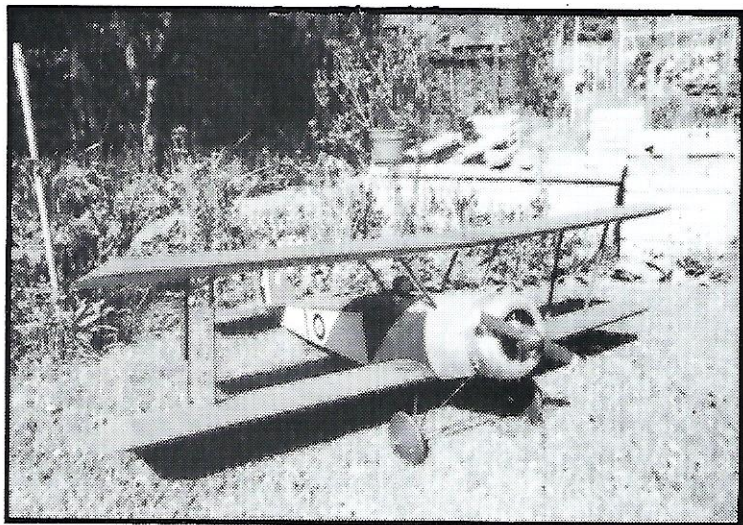
What Tog!!

A short follow up to last issue's 'What Tog' article concerning Tog rating for Continental Quilts. It has since been discovered that a modern day investigation into the personal clothing worn by Scott of the Antarctic and his team, showed it to be a mere 1½ Tog whereas his competitor of that era, Amundsden of Norway, together with his team, wore clothing to the value of 5 Tog!.

GORDON PRATTEN

HOBBIES

Aeromodelling



Sopwith Pup

MY interest in Radio Control Aeromodelling was renewed some 18 months ago when stopped at a lay-by in the country. An unseen modeller was making an 8 foot areoplane perform creditable aerobatics when one of his manoeuvres failed to correct and the model plummeted from 200 feet and ended being removed from the turf in a plastic bag amidst tears and flowery language. The bewilderment of passing cows was beyond description.

In years gone by I had the usual interest in kites, progressing through hand-launched gliders, free-flight and control-line. Radio Control was in its infancy and the proceeds of my paper-round could not stretch to such purchases. I was forced by finance to be a spectator.

Radio Controlled model areoplanes are not 'toys' but have to be built to strict aerodynamic principles otherwise their flights will be short-lived and costly. Many aircraft have differing

shapes and sizes, but all are flown by the same principle of earlier pioneers of flight. Most aircraft look different, but that is because they were designed for specific purposes. For instance, the Handley Page Heracles was designed to carry passengers, as the Jumbo 747, the Supermarine SGB for racing the Supermarine Stranraer for reconnaissance, the Bristol Boxkite and Bleriot came into existence to get their designer/pilot in the air simply to fly. What is the difference between these aircraft? — there is no difference. All have a fuselage (body), wings, tail and wheels and are all subject to the common basic principles, i.e. gravity, pressure, thrust and drag. Areoplanes in miniature are no different.

Having had the opportunity to fly a full-size aircraft, I would consider it easier (if that is the word) than flying a similar aircraft in miniature. A reasonable scale to the real thing in lighter aircraft is usually about 1/10th to 1/4 scale. The advantage in full-size aircraft is that you have the aircraft under

your seat and you have a better feel for control. An aircraft in miniature 200 feet in the air, controlled from the ground is more difficult to predict. My largest model to date is a scale Cessna 172 having a wingspan of some 8½ feet, most come smaller, but there is certainly much bigger models.

I cannot speak with much authority on aerodynamics (not yet) however, suffice to say that flight is to move the aircraft through the air in a straight line at a speed sufficient to maintain height. Any change in this equilibrium is controlling the aircraft and is any move that upsets this equilibrium, i.e. turning port or starboard, up or down. This sounds simple but at first you could liken it to maintaining your balance standing in a hammock with your hands tied behind your back. Like everything else it is easy when you know how and comes with experience.

Controlling the model's movements when in flight is achieved by the control of throttle, ailerons, rudder, elevators, on simpler models, sometimes all at once. Basically, these fixtures are designed to upset the true flight of the model and rely solely on the air passing over these surfaces.

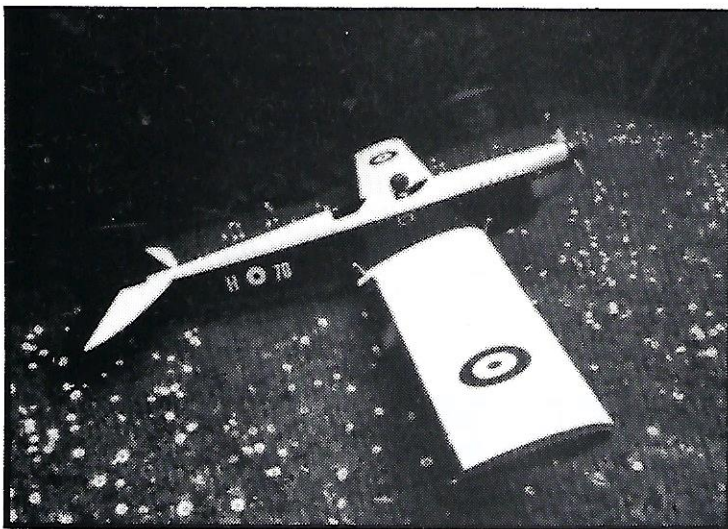
Control of elevators, ailerons etc, are by small winch-type devices in the model called servos. They are controlled from the ground by radio and are attached to various linkages to move the controlled surfaces. Servos can be attached to many functions apart from the basic requirements of flight, and can be used to control retractable undercarriage, flaps, parachutists, camera etc. The list of functions are only limited to the extent of your transmitter/receiver and the

overall weight added to your flying model. Engines for the models come in various sizes depending on your model requirements and are usually robust and reliable power units.

It should be pointed out that modern radio control is for everyone, no need to be an electronic wizard to use it, remember, we are in the age of plug-in miracles, just add the batteries, switch on and go.

There are models, engines and electronic control equipment to suit everyone's pocket, from the adequate to the Rolls Royce of equipment. At today's prices a beginner can be airborne for less than £150. This includes all radio gear, model and engine. Any mishaps in flight (this is very possible initially) could require a new model at an average price of £40 for a trainer model.

It should be remembered that most modern day aircraft, whether passenger, fighter or cargo started their existence as models in a wind tunnel and from the results came the full-size.



Hawk 70

The hobby is growing in popularity each year and is well within the capabilities of anyone having an interest in flight. I consider it a great achievement to start with a pile of balsa and fabric and finish with a scale model capable of flying, particularly if your design yourself from a knowledge of basic principles.

Any person interested in the hobby need only have a chat with a modeller or pop into their local model shop. Jargon such as dihedral, dethermaliser, incidence, wash-out, chicken-hopper, clevis etc., becomes understandable after a while.

HAPPY LANDINGS

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My Impressions of Fire 87

By Gordon Pratten (A5 Patchway)

SO the Fire 87 Exhibition is now over, what a feat of organisational ability it was and what magnificent items were on view to the many cash hungry and lustful eyes this author witnessed on his brief visit.

There were small groups of senior gentlemen perusing over shiny red vehicles and gleaming steel equipment. The desperate looks of longing were reminiscent of children in the fairy grotto pleading with Santa Claus. If one were to look long enough I am sure one could see a moist eye here and there, in my own mind I am certain that this had nothing to do with the large amount of liquid, other than water, that was in evidence at the exhibition.

Speaking from the working man's point of view two items impressed me greatly. One was the Emergency Rescue Tender from Bedfordshire, out of H.C.B. ANGUS together with all the really useful equipment it carried and the other was the revolutionary hand tools supplied by JAFCO TOOLS, each and every item appeared to have been designed with ease of handling and safety in mind.

Blue Watch at A/1

GRADUATION Day for Blue Watch at A/1: gone are the days when they took to the sea on rafts made from oil drums, scaffold planks and tubes, they can now do it in comfort, for they have recently purchased a Domino 17ft. Trailer and 59 h.p. outboard, for pleasure and sea fishing, the boat in all probability will be moored on the South Coast.

The first raft built by them back in 1981 raised £800 for local charities when they rowed from Lymington to the Isle of Wight, after being turned down by the French Authorities when they wanted to row across the Channel, and following that the raft and members of Blue Watch were again involved in raising the sum of £400 along with members of the Police and Ambulance services during the Illuminated Christmas Water Carnival.

Pictured on board during renovation work are: Stn.O. Hughes, Fm. Brimble, Taylor, Williams and Vowles.



1.2 Times:

Estimated time interval
from ignition to discovery

Discovered at
ignition

Short time
i.e. under 5 mins

Fairly long time
i.e. 5-30 mins

Very long time
i.e. over 30 mins

☐

Time of
discovery

16.31

Time of 1st
call to FB

16.33

Time of
arrival of FB

16.4

Time
under control

16.51

Time last
appliance
returned

17.16

1.3 Discovery and call:

Fire discovered by:

Person

Sprinkler

Heat

Smoke

Automatic fire detector

other (specify)

Person via

Automatic via

Method of call:

999

Other tel

Running Call

Direct line

Central alarm

Exchange tel

☐

Other (specify)

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1.4 Further information

FIRST AID

First Aid Team

1987 HAS BEEN another successful year for the Brigade First Aid Team. All teams have suffered the change in competition format and it has taken a whole season to re-adjust.

The season's results are as follows:

- | | |
|----------------|---|
| 3rd May. | South Crofty Tin Mines Open Competitions 3rd Place.
Gary Bowden highest No. 4 individual. |
| 9th May. | No. 6 Region Competition, Bristol. 1st Place. Gary Bowden, highest individual. |
| 16th May. | Mather Cup Competition, Bristol. 3rd Place. |
| 18th June. | Fire Brigade Nationals, Moreton-in-Marsh. 1st Place.
Winning the St. John the Baptist Trophy.
Gary Bowden No. 2 and No. 4 highest individual. |
| 00th July. | Southern Gas Competition, Botley. 2nd Place.
Winning Southern Gas Shield. |
| 5th September. | William Searle Rose Bowl Competition, Keynsham. 2nd Place.
Winning Cyril Lavington Cup. |
| 3rd October. | Redruth St. John Competition, Redruth. 3rd Place.
Winning Cyril Lavington Cup. |
| 10th October. | Treharris Deep Navigation Colliery Competition. 4th Place.
Dave Causon won highest No. 3 individual. |
| 17th October. | Rawdon Colliery Competitions, Derbyshire. 7th Place. |
| 1st November. | Newton Abbot St. John Open Competition. 2nd Place.
Winning Watts, Blake & Co. Cup.
Mike Smith won Hall Cup for best team leader. |
| 1st December. | Grand Prior's Trophy, Croydon. 7th Place.
Dave Causon Gold Medal for first place men's reserve. |

The team squad members are:—

Station Officer Mike Smith — Captain.

Fireman Dave Causon — Vice-Captain.

Leading Fireman Gary Bowden, Fireman Jonathan Day.

Leading Fireman Andrew Southard, Leading Fireman Barry Taylor, Fireman Dave Saunders.

Trainers for the squad are:—

Assistant Divisional Officer Underhay.

Station Officer C. Williams.

Sub. Officer Haydon.

This magnificent record has been the result of many hours of training and practice, and the highlight of the year for the whole team, was to represent the Fire Service at the Grand Prior's Trophy at Croydon.

This high standard if it is to be maintained, needs new members to be trained in the skills of competition, Any interested Brigade personnel should contact Station Officer Mike Smith at Brigade Training Department.

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SPORTS SECTION

County Golf Society 1987

ONCE again another successful season has finished for the Golf Society.

With our usual quota of matches against old adversaries such as Glos. Fire Brigade, West Midlands, Wiltshire, Bath Police and Bath Golf Club (who we still cannot beat), the Brigade agains showed its skill and sportsmanship at the ancient game.

We still managed to hold onto the trophies that we acquired last year, managed to win some new ones, but unfortunately we did not collect anything from the Sherriff's Cup, held in Scotland, but I am sure that the team members (F. Hollister, S. Mankowski, C. Cox and B. Love) enjoyed themselves and upheld the name of the Brigade in their usual impeccable manner.

The Brigade Championship was held at Tracy Park in September, the main prize winners being Martyn Sedlem and Steve Mankowski. Congratulations to them and condolences to the other players who turned up.

The Society wish to thank the Chief Officer for being our guest of honour, (I'm sure he enjoyed himself, but we still haven't managed to get him on the golf course yet), and Frank Hollister for the sterling work he did getting the super prizes, and his hard work as Secretary during the year.

Once again I must say that if anybody is interested in playing, please turn up at the A.G.M. in the new year or contact Frank Hollister or myself Allan Doyle.

Many thanks again to the people who played this year and I wish them and the Golf Society continued success in the new year.

C. A. DOYLE (Captain)

The picture shows the team at the last match of season against Gloucester Fire Brigade at Lilleybrook Golf Club.





Way back in 1965 at Speedwell Fire Station a Pantomime was written, produced and directed by the then Leading Fireman Hughes, now Station Officer at A2/A5, with a cast of:

Top row from left to right: Andy Andrews (retired), Chris Myles, (Sub Officer at B1), Nobby Clarke (Divisional Officer at Dorset), Dave Maslen (Fireman at B6), Adrian Davis (Leading Fireman at B6), Dave Causon (Fireman, B6), Monty Britton (retired).

Front row, from left to right: Dick Crew (resigned), Jeff Bayliss, (Leading Fireman, A1), George Jenkins (Sub Officer, A1), Tony Wynn (retired), Colin Rees (Fireman, B6), Dave Evans (now serving in the Warwickshire Brigade) and last but not least Roy Spear (Station Officer at A3).



The show, which lasted just over two hours, had seven scene changes and was played to the children's party at B6, then all props etc., were transported to St. Mathias College where two further shows were put on for the senior citizens, approximately 350 people, then once again everything was transported to the Centre of the Handicapped at Wells Road, Knowle, where this show gave us much pleasure on seeing the faces of those children throughout the show.

During the scene changes the audiences were treated to the songs and antics of Big Dick and the Swingers, namely Adrian Brimble, Ian Jefferies and Pete Owen, whose show in my opinion equalled the Wurzels with their Country Songs and Ditties. The senior citizens were in fits of laughter throughout. All who attended were treated to refreshments and also took home fruit and sweets; a good time was had by all.

M. A. HUGHES,
Station Officer.

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The Skittles Match

A skittles match we played,
Upon a Tuesday night,
HQ versus Temple,
The weak against the might.

The pins were falling fast,
Sometimes six, seven and eight,
HQ were on a winning streak,
Till Knocker played his mate.

We were 20 in front after four pairs played,
It must be in the bag,
Then Blue Watch played their anchor pair
and Roy Yandell lost his rag.

The balls flew down with speed of light,
And it sounded just like thunder,
When the sticker up along the pins
Were scattered all asunder.

Our anchor pair were Ian Jefferies,
Along with the A.C.O.,
And no matter how they tried,
The balls didn't know where to go.

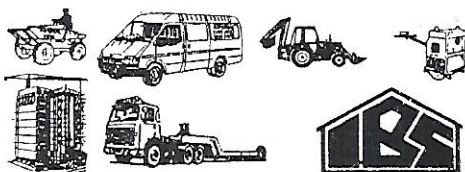
Down the gulley to the left and right,
I find it hard to be kind,
For that 20 lead that we once had,
Was now 20 pins behind.

The A.C.O. said he had never played this
game,
And the Captain was not to worry,
For first thing in the morning,
He would transfer back to Surrey.

As for the P.R.O. he tried to play it bad,
Because it was the only way he said,
He could get his name in the Brigade Mag.

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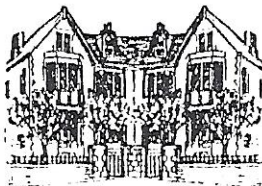
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MOTORING

Most car fleet users run their vehicles for three years or 60,000 miles, whichever comes first and then dispense of them through auction, often to trade buyers.

As a private motorist such a vehicle could be a good buy, but many people are intimidated by auction sales and the fear of buying a "lemon".

To overcome this a new concept of sales has been developed by a subsidiary of UBM Ford, called Fleetsure, which operates as a sales outlet for vehicles run by Fleetdrive.

All cars offered are supplied with a service history and the mileage recorder is confirmed correct. Each vehicle has an independent appraisal by the A.A. and the report is retained with the vehicle.

Fleetsure are offering a deal for Fire Brigade employees which includes a two year breakdown cover, 12 months road fund licence and low rate finance. Full details can be obtained at the sales room in Temple Gate, Bristol.

ED.

Transportation of Hazardous Chemicals by Road

IN order to meet the training needs of tanker drivers who carry dangerous substances, a national three day training course under the name of HAZFREIGHT is presented at a number of approved training centre throughout the U.K.

The Dangerous Substances (Conveyance by Road in Road Tankers and Tank Containers) Regulations 1981 confirmed the need for such training.

The new Road Traffic (Carriage of Dangerous Substances in Packages etc.) Regulations came into force on 6th April of this year and to meet a similar need, a two day course was commissioned under the name of HAZPAK.

Both courses are organised jointly by the Chemical Industries Association, the Road Haulage

Association and the Road Transport Industry Training Board.

Although spillages of dangerous substances do occur, it would be impossible to prevent them occurring altogether. The majority of spillages happen as a result of a road traffic accident or the leakage from a package, drum or a road tanker. The refineries and factories that produce chemicals are spread out across the U.K. The result is that millions of tonnes of their products have to be moved from one manufacturing point to another.

Most of this movement is by road because it is safe, flexible, economic, and offers customers a good and efficient service.

Driving a vehicle safely is essential but not enough where dangerous substances are involved. The operator of a vehicle must ensure that the driver receives adequate instruction and training to enable him to understand the dangers to which the substances being conveyed may give rise, the emergency action he should take and his duties under the Regulations. Guidance is given in the Operations Code and includes such matters as the hazards of Flammable Liquids, Flammable Solids, Corrosive and Toxic Substances, Compressed Gases, Dangerous when wet and Spontaneously Combustible Materials.

The course also covers the safe operation of the tanker equipment, in the case of the Road Tanker Regulations, safe loading and unloading procedures, use of safety equipment, emergency procedures and knowledge of the legislation.

It is of paramount importance that all legislation which ensures health and safety should be approached in a realistic manner. However, everyone involved in the transportation of dangerous substances has a responsibility to maintain high standards of safety and training and therefore reduce the number of incidents which occur, but more importantly, reduce the number of potential incidents as a result of the transportation of these products.

GEORGE HACKER,
United Transport Training Centre, Avonmouth

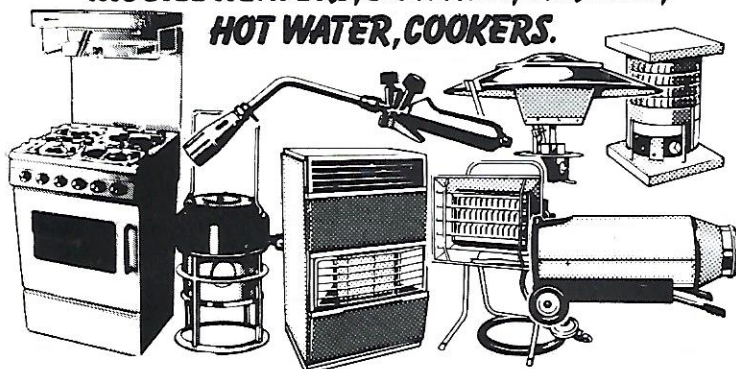


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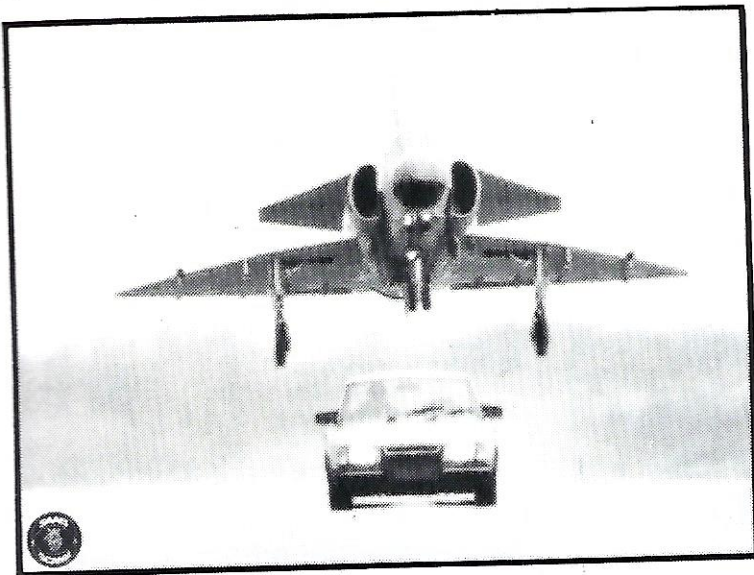
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SAAB 900 — Svenska Areoplan AB



AS you may know or may not know, the SAAB is the only car built by an aircraft manufacturer, if your discount the tenuous links of the BRISTOL car with BAE!

Those people who have heard of SAAB's tend to think of two strokes or turbo's (depending on how old they are!). The two stroke "tear drip" SAAB 96 was the top snow and ice/forest rally car before the Mini Cooper came on the scene in the early/mid 60's. Even in the late 60's it beat the twin cam Fords on occasions when the going was rough. One of its endearing values was that you could roll it several times (even end over end) and still drive on! The SAAB 99 turbo was the first "production" turbo performance car in the world.

SAAB have always been innovators. The reason for developing the turbo for practical everyday motoring was because they could not afford and didn't want a larger engine. Even today with power options ranging from 100 bhp to 185 bhp, the basic

engine on all models is the 2 litre four cylinder.

SAAB's have always been front wheel drive on large 15 inch wheels (for traction in slippery conditions), were the first to have self repairing large (real) bumpers, headlamp wash wipe, heated front seats (!) and have had roll over and side impact protection as long as Volvo.

General build quality is high and components, particularly drive line and suspension, are particularly robust. However SAAB's are not without their problems and over the years have had their Achilles heels. On early 99's it was cylinder heads (a la Dolomite) and unique water pumps housed vertically in the block (!) Early turbo's had a paint problem (mainly the metallic up-market models) and of course, many users not used to the characteristics of turbo power delivery, over-cooked engines or took the cars for short "test flights". These and other minor problems which have in the main been ironed out by now, have led

to the marque suffering on depreciation and value generally, in comparison to its friendly rival Volvo, but the Volvo have played safe by keeping their models consistently reliable, safe, agricultural and absolutely boring! (Sorry, John!).

SAAB are now over the hump regarding the question of quality and reliability and their increased popularity is a proof of this, and whilst on almost limited production output compared to the main rivals, are making inroads to the established markets of Volvo, BMW and Audi.

SAABs are an acquired taste. You don't know what you are missing until you live with one. On paper many other lesser cars out-perform them, but on the road, whatever the conditions, is where the car excels. And comfort — SAAB front seats are the most supportive and comfortable seats in **any** car (as orthopaedic experts have claimed).

The non-turbo cars are no balls of fire but across country, high average speeds can be maintained in comfort and security.

As for costs of running, insurance is expensive but home maintenance is easily possible, fuel economy is good for the class of car and spares no more expensive than many other cars nowadays.

I was requested to write a road test, but felt that an introduction to the marque might be of more general interest. My current 900 three door GLS is my fourth SAAB and I plan to replace it with another 900 sometime next year, not a new one, but as good as new, and for the same cost as a base model Sierra or Cavalier.

So there you have it, if you fancy your motoring, appreciate quality engineering and fancy something a bit different from the "run of the mill". Go swift, Go swift, Go SAAB!

PAUL JONES
A.D.O. 'A' Div.

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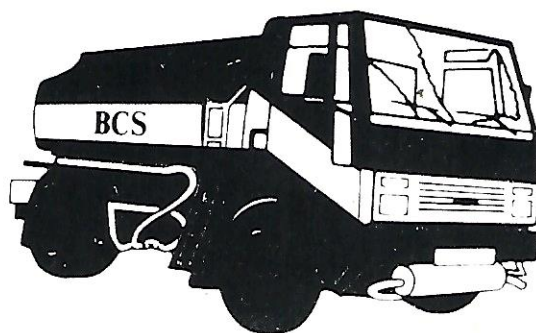
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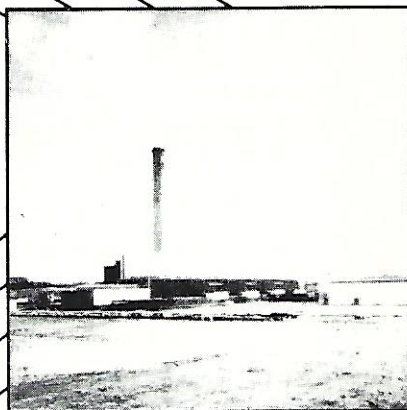
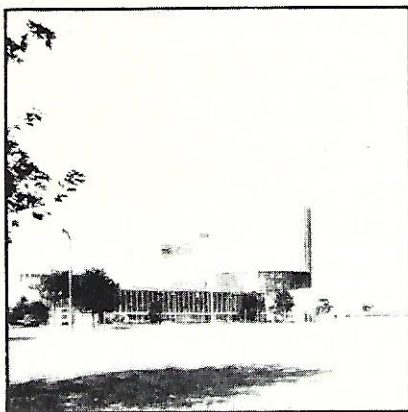
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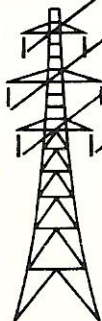


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