

1999 Halloween Bonfire & Fireworks Display

DATE
SATURDAY 30th OCTOBER
on the South Sportsfield

TIME
Bonfire: 7.30 p.m. Fireworks: 8.00 p.m.

FREE OF CHARGE
Refreshments available
First Aid cover by St John Ambulance

ACKNOWLEDGEMENTS
A&E T & C CLRC – for buying the fireworks.
UKAEA – for funding safety and security back-up.
Johnson Controls Ltd – for provision of spectator barriers, transport and lighting system.
RAL Recreational Society – for site clearance.

LES9
Special thanks to the Display Team, who give their time freely.

FINALLY Please do not bring your own fireworks – NOT EVEN SPARKLERS!

THE COPY DEADLINE FOR THE NEXT ISSUE IS: Monday 18 October for publication on Wednesday 3 November 1999.

SAFETY FIRST!
As always, safety is the paramount concern of the organisers and there are a number of areas where this is especially important.

THE BONFIRE

- Disposal of rubbish will be strictly controlled; dumping is permitted only within the fenced compound and only with the express permission of the Recreational Association.
- If you have combustible rubbish you want to dispose of, ring Tony Betteridge (Rec. Assoc. Secretary) on Harwell 3296.
- All dumping to be carried out during working hours.
- Items containing metal, glass, chemicals, etc., are unsuitable and will be rejected.
- To ensure a safe and enjoyable evening, parents are asked to keep their children behind the spectator barriers.

CAR PARKING & ROAD SAFETY

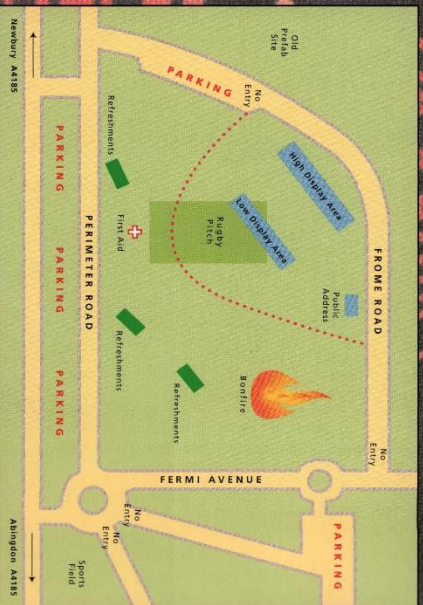
- Car parking is not permitted on the sportsfield.
- Please park in the designated areas (see plan).
- Please be patient when arriving and particularly when leaving the site.
- Please note that Frome Road will be closed.

SUPPORT YOUR ASSOCIATION!

A bracket collection will be made on behalf of the Recreational Association and the 1st Clifton Hampden & Barton Scout Group. Please show your appreciation by giving generously.

Open House at the Social Club, Harwell

Both members and non-members are welcome at the Social Club the last fireworks social to be held there with their families. Plenty of hot food and children's entertainment and adult music for dancing. ALL AGES WELCOME!



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ECHO

THE NEWSLETTER OF THE CULHAM SCIENCE CENTRE & HARWELL BUSINESS CENTRE

OCTOBER 1999

Pioneering diesel exhaust filter unveiled

EA Technology has unveiled a new diesel exhaust system that will remove harmful carbon particulates and help engine manufacturers meet tougher new European vehicle emission standards being introduced in 2005.



The Electrocat Diesel Particulate Filter has been designed, developed and built at UKAEA's Culham laboratories and uses non-thermal plasma technology to remove the particulates. As well as being designed into new vehicles including buses, HGVs, even

Portakabin salvaged!

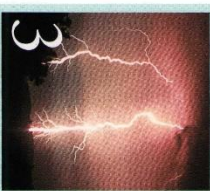


When UKAEA heard that Cherney School was looking for more storage space the organisation was glad to help with the donation of a redundant portakabin. The building was no longer needed following the relocation of the contractor's compound from B543. The portakabin was saved from demolition and collected by David Beecroft, Ltd who transported it to a grateful Cherney School.

This Month Quality award



Zeppelin tests



Benetton boost



Gambian appeal



RAL gains quality assurance

Space Science and Technology Department (SSTD) at the Rutherford Appleton Laboratory (RAL) is the latest recruit to the ISO9001 certification scheme. The award is the culmination of several years' work by SSTD product assurance manager, Geoff Douglas, to convert years of established practise into the internationally recognised system.

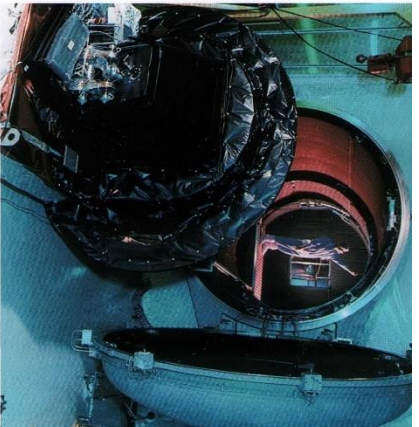


Geoff Douglas receives the framed certificate from Mr T. Wilmer, MD, and Glen Wood of the Electricity Association Quality Assurance (EAQA), the certifying authority. Also present are RAL space department staff involved in setting up and operating the ISO9001 system.

SSTD has more than 30 years' experience in the "space" business and activities cover a wide range of topics related to the design, manufacture and testing of scientific instruments for use in space. These include electronics, mechanical structures and mechanisms, optical, infrared red and ultra violet, spacecraft thermal system design, environmental testing, software - both embedded in spacecraft for local control and ground based for spacecraft - and instrument remote control.

GROUNDHOG named as Millennium Product

EA Technology's A Groundhog system that uses satellites to pinpoint contaminated land has been awarded Millennium Product status by the Design Council. The award is given to the most innovative products developed in Britain in the last five years. Groundhog will now be short-listed for a place in the Millennium Dome where Britain's best products will be on display.



SSTD staff regularly test and calibrate space instruments in the 3m diameter space test chamber, one of the many instruments built by the UK space industry. In the foreground is the fibre optic probe used for the "Advanced Along Track Scanning Radiometer", (AATSR), undergoing preparation for an 8 week calibration period. This is the third in a series of instruments used to measure the temperature of the oceans of the world and is due for launch by ESA later next year. Continuous global measurements have been made since the launch of the first instrument in the series, ATSR (Along Track Scanning Radiometer), in 1991. Results obtained are used by international groups of scientists for a variety of purposes including oceanographic and climate research.

ISO 14001 for AEAT Environment

AEAT Environment at Culham has gained a prestigious award for its environmental policy in business. The ISO 14001 covers all aspects of environmental management ranging from the organisation's impact on the local environment and community to managing its wider responsibilities, to global warming, for example. Systems must be put in place across the whole organisation with progressively more challenging targets each year involving anything from recycling to energy conservation.

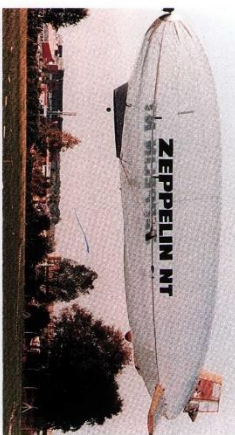


Building 435 is the new location for a bus, audio visual sales and hire company. Cabled Image Business Systems UK Ltd, the company was launched five years ago and today supplies audio visual equipment up and down the country. Previously based at Milton Park, the business needed room to expand and MD, Andy Fegan, hopes that the staff of nine will increase now that office space allows. "We deal with end users, conference centres and hotels," he says, "and are keen to start working with companies on site. We will give a 30 per cent discount on hire rates for all users at Culham or Harwell and can offer very favourable discounts for equipment purchase." For more details contact Image Business Systems on 01235 865500.

Zeppelin tested for lightning strikes

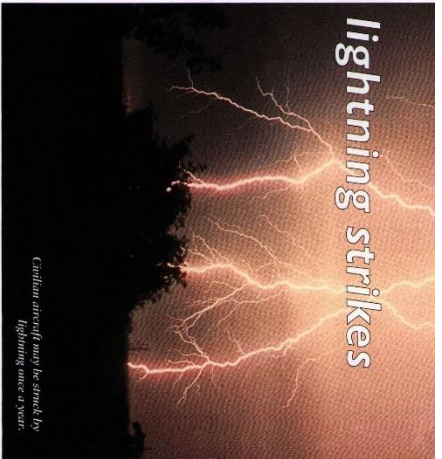
A historic landmark took place at AEA Technology's lightning test centre where work was done on a new Zeppelin airship, the first for 50 years.

The lightning test centre at Culham is the leading European facility of its kind. AEAT has been working with Zeppelin Luftschifftechnik to ensure that the new Zeppelin LZ N07 is protected from lightning strikes. A team from AEAT has provided expert design advice to the German engineers to avoid lightning problems. The airship's carbon fibre and aluminium frame and fuel tank have been successfully tested at the centre with simulated lightning up to 200,000 amps. The new Zeppelin airship can fly for up to 28 hours without refuelling and is more economical than aircraft, half-



Safety is a top priority. A scale model of the latest Zeppelin design.

lightning strikes



Culham airfield may be struck by lightning once a year.

copters and ships. Applications may include fishery protection, sea route monitoring, border patrols and advertising and tourism. Measuring 75m long it seats 12 passengers and two crew. Powered by three 200hp engines it can travel at a maximum speed of 70km per hour at a height of up to 2,400

Benetton given AEAT boost



EA Technology and the Benetton Formula One racing team have formed a two-year partnership to develop new technology to help the team beat its competitors to the coveted flag. Using materials developed in the nuclear and aerospace industries AEAT hopes to reduce the weight and increase the speed and performance of Benetton F1 cars. Lightweight components and advanced coatings supplied by AEAT will undergo harsh testing to assess the durability and effectiveness of the new products which will then be made available to other forms of motor sport and could eventually benefit millions of ordinary car drivers. AEAT has already worked with many of the teams involved in F1, rallying, touring car championships and motorcycle racing. The company can offer everything from thermal barrier coatings which protect both driver and car from the intense heat generated by high performance cars, to friction reduction, computer modelling, electronics and lightweight components made from carbon composites.

Global recognition

Even Recycling entered its pyrolysis recycling technology in the 1999 Financial Times Global Automotive Awards in both the categories of Technology and Environment. From a very large number of corporate entries worldwide, Even was nominated as one of the four finalists in the only categories - the only company to be chosen for both. Other finalists included Ford, Toyota and VW.

ETSU advises on 'greener fleets'

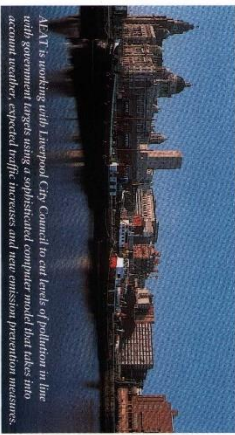
Cleaner, leaner company car fleets have come a step closer with the launch of a government Greener Fleet Certification Scheme. ETSU, part of AEA Technology, has been appointed by the DETR (Department of Environment, Transport & Regions) to help design a scheme to encourage companies to adopt voluntary targets for lower mileage and improved fuel efficiency.

Together with Fleet Audits Ltd, ETSU will advise companies on the business and environmental benefits of greener vehicle buying and fleet management. Those who succeed in meeting the scheme's targets will be given public recognition for their efforts. The Greener Fleet Certification Scheme is a key recommendation in the Cleaner Vehicles Task Force published earlier this year and will come into effect from April 2000.

Welcoming the scheme, Lord Macdonald, Minister for Transport, said, "It's been estimated that British business could save over £450 million a year if it was to reduce its fleet consumption by just 10%." Although the corporate sector accounts for only 9% of all cars, it makes up a fifth of all car mileage in the UK - around 43 billion miles, consuming over 7 billion litres of fuel each year. Fleet cars also tend to be larger than private vehicles and may be less fuel efficient. As fleet cars account for over half of annual new car sales, and over half the second hand market, fleet purchasing decisions have a long

Air pollution - helping Government meet targets

In the UK each year air pollution contributes to as many as 24,000 deaths and costs the economy millions of pounds through reduced crop yields and damage to buildings and materials. The government has set ambitious targets for reducing eight of the key pollutants by 2005, but is still assessing whether current measures are sufficient to meet these targets.



AEA is working with Transport City Council to cut levels of pollution in the city with government targets using a sophisticated computer model that takes into account location, expected traffic increases and new emission prevention measures.

AEA Technology has been asked to develop new methods to determine whether the targets will be met or whether new pollution control measures will be needed. Two contracts worth over £1.1m in total have been awarded by the Department of Environment, Transport & Regions, the Scottish Executive, the Welsh Assembly and the

Department of the Environment in Northern Ireland.

In one contract, AEA will work closely with the Met Office and University of Leeds to develop software to predict ozone levels and UK distribution patterns. In a further contract, AEA experts will develop maps that will predict the pattern of key pollutants across Britain in the future.

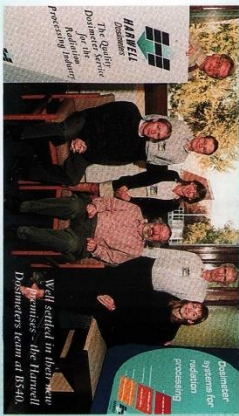
Transport policy - have your say

Your views are needed to shape tomorrow's transport policy. All ECHO readers are urged to complete the commuter survey on pages 5-8 so that future decisions reflect your travel needs. The survey is sponsored by UKAEA and Steve Miles, head of UKAEA's Central Property Unit, says, "The UKAEA is very pleased to help with Gillian Olet's project at the Institute for Transport Studies. The data generated should be of considerable assistance when we are looking at 'green transport' issues at Cullinham and Harwell."



term influence on fuel economy, vehicle emissions and air quality. The project team would be delighted to hear from any transport or environmental managers based at Harwell or Cullinham interested in their fleet becoming one of the first participants of the scheme. For further details contact Paul Macdonald (H 3549) or Simon Collings (H 2965).

A good move for Harwell Dosimeters



Harwell Dosimeters Ltd recently crossed Bequeford Avenue, vacating the discomfort of "Hangar 10" to occupy the newly refurbished and modified Building 540.

The company supplies three types of dosimeter to the radiation processing industry, all over the world. The dosimeters measure radiation delivered for various purposes, but mostly to sterilise disposable medical dressings and prostheses. The dosimeters are small pieces of Perspex containing special dyes which make them sensitive to radiation, hermetically sealed in a laminated sachet. To assess and characterise their response, at five stages in the production process representative samples are irradiated in equipment

which is traceable to the National Physical Laboratory. In a critical part of the move, this "standardised irradiation" was transferred from its traditional home in the gamma irradiation facility in Hangar 10 to a new home in the Medical Research Council facility. This was one of several aspects of the move which had to be carefully arranged to minimise breaks in production, and avoid disruption to customers. Roger Bert, founder of Harwell Dosimeters says, "We appreciate the co-operation and helpful service received from colleagues on site including AEA Technology, Harwell Instruments, MIRC, KCFI and Engima, to Johnson Controls, and of course UKAEA, and particularly thank those who played a part in the success of the move."

Commuter Survey

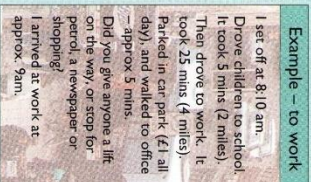
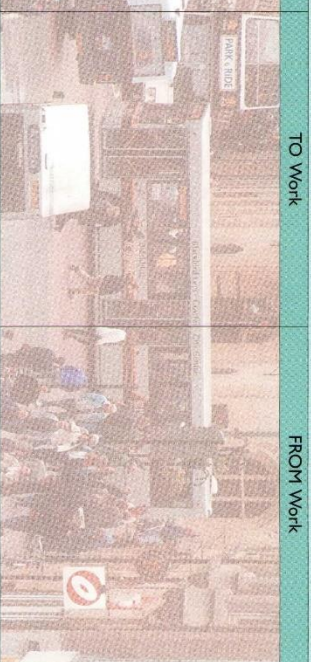
The Institute for Transport Studies at the University of Leeds is conducting a survey of commuting habits. If you would like to take part, please complete this questionnaire by FRIDAY 15 OCTOBER and return to the following address:

Commuter Survey
c/o RCD Lockinge
Building 775
Harwell International Business Centre
DIDCOT



All ECHO readers who take part will be entered into a prize draw to win a £25 book token. As the survey results are anonymous, please enclose your name and address on a separate sheet of paper with the completed questionnaire. If you have any queries, please call Gillian Olet on 01235 885386. Thank you for your help.

1. Please describe your usual journey to and from work. Please indicate details of time, distance, any monetary costs involved and any stops you usually make along the way.

Example - to work	TO Work	FROM Work
I set off at 8:10 am. Drove children to school. It took 9 mins (2 miles). Then drove to work. It took 25 mins (4 miles). Parked in car park (£1 all day), and walked to office - approx 5 mins. Did you give anyone a lift on the way, or stop for petrol, a newspaper or shopping? I arrived at work at approx 9am.		

2. How much does it cost you to commute per week? Please estimate if you don't know.

3. Where do you work? Please give name and postcode only.

4. How long have you worked at this location?

5. What are your usual start and finish times at work? (Please give a range if more appropriate).

6. Where do you live? Please give only the postcode.

7. How long have you lived there?

8. How many people live in your household INCLUDING yourself?

9. How many days a week do you usually drive to work?

10. Please give details about the vehicle you usually drive to work?

Registration letter	Engine size	Catalytic converter
Leaded petrol	Unleaded petrol	Diesel
Company contributes to car		

IF YOU DO NOT DRIVE TO WORK PLEASE TURN TO THE LAST QUESTION (29)

Please turn over...

11. On average, how often do you use your car for work duties?
12. Where do you usually park when you come to work?
13. How much do you personally have to pay for your current parking?
(per day, week or month etc. as appropriate)
14. What would you do if your usual parking space cost more than you were willing to pay for it?
15. What is the most you would be prepared to pay? *(per day, week or month)*
16. If you could no longer park in your usual place, what would you do? Please estimate how much you think this would cost.
e.g. for parking, public transport fares, and any other additional costs you think might be involved.
17. If there was no car parking within 15 mins walk of work, what would you do? Please think about the implications for yourself and any other members of your household.

GETTING TO WORK IN A DIFFERENT WAY

18. Please describe your journey to and from work if you **HAD** to use public transport, or a combination of car, public transport, walking and/or cycling.
Please indicate details of time, any monetary costs involved, and any stops you usually make along the way.

Example – to work	TO Work	FROM Work
I set off at 7:10 am. Walked to bus stop (2 mins). Waited for bus about 10-15 mins. Bus to town centre takes 20 mins, costs £1.20 rn, approx. 6 miles. Walk to change buses 5-15 mins depending on when I arrive. Bus to work, takes 15 mins, costs 50p, 2 miles. Walked to office, 2 mins. Arrived at work, 8:30-15 am.		

19. If you regularly travelled in this way, and arrived home at the time estimated, would you be prevented from undertaking any activities that you do currently? Please indicate what would be affected and in what way.

Please go to next question...

20. If you have ever tried this method, please indicate why, **AND** please give the main reasons why you do not use this method to and from work more often, or everyday?
21. If you **HAD** to use this method, would anyone else in your household be affected? YES NO
22. If YES, in as much detail as possible, please describe who, the way in which they would be affected, and what they would have to do instead? *(e.g. please indicate any new start times, how they would have to travel and how much it would cost them, whether you think they would start the trip in the first place or whether they would change the time of day that they travelled).*
23. If you did not use your car during the day would anyone else at home use it? YES NO
24. If YES, who, and how many miles the car would do in a day.

WHAT WOULD MAKE YOU CHANGE FROM USING YOUR CAR?

25. How much money would you need in exchange for not driving to work as your normal method?

26. Which of the incentives, listed below, would encourage you **NOT** to use your car to commute. *Please think about the implications for yourself and other members of your household and then ✓ one response on each*

	NO	PROBABLY NOT	POSSIBLY YES	YES
a: Full information about all local bus / train services available in your building?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b: More frequent bus / train services along your route, and longer hours of operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c: Direct bus services available from very near your home to very near your work?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d: A pool car available from work for you to use on business?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e: A 50% reduction in season ticket prices?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f: Free, guaranteed parking available for registered car-sharers, would you get a lift?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g: A car-sharing partner found through work?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h: A guaranteed lift home in an emergency (e.g. illness, gas explosion)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i: If you had flexi time arrangements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j: Secure, sheltered and well lit bicycle parking at work?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
k: Changing facilities with lockers and showers at work?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
l: If no parking available within 15 mins walk of work?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
m: A £3 / day charge for parking at work?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please turn over...

27. What is the **MINIMUM** set of measures that would persuade you **NOT** to drive as your usual means of getting to work? (Please use the code letters given next to the incentive from Q26, and/or add any other factors which would be necessary to persuade

WHY DO YOU NEED TO COMMUTE BY CAR?

28. Please give marks out of 10 to each of the reasons which best explains why you use your car to get to and from work. For example, "0" would indicate that this reason has no influence at all on your decision to travel by car, while "10" would indicate that it has had a very large influence. Please put marks in all the boxes.

<input type="text"/>	I need my car to carry out work duties.	<input type="text"/>	There is no public transport service running close to my work.
<input type="text"/>	I need to carry heavy documents or equipment to or from work.	<input type="text"/>	Public transport is available but driving is quicker.
<input type="text"/>	I need my car for personal errands before, during or after work.	<input type="text"/>	Public transport is available but driving is cheaper.
<input type="text"/>	I need to deliver or collect my children on my way to or from work.	<input type="text"/>	Public transport services are not available at the times when I need them.
<input type="text"/>	I have a company car.	<input type="text"/>	I would find it too far to walk or cycle.
<input type="text"/>	I need to give a lift to others (not children).	<input type="text"/>	I would not feel safe cycling along my route.
<input type="text"/>	I have free or subsidised parking.	<input type="text"/>	There are no facilities for cyclists at my workplace.
<input type="text"/>	I like the flexibility/independence of driving alone.	<input type="text"/>	I do not like getting wet and cold.
<input type="text"/>	I do not know anyone I could get a lift from.	<input type="text"/>	Other, please give details of any other reason why you use your car to commute.
<input type="text"/>	There is no public transport service running close to my home.	<input type="text"/>	

29. Please would you fill in the details about your household on this sheet. If you do not know the answer, or would prefer not to, please continue to the next box and put a line in the box to indicate that you have seen it. Please add columns, if required.

	You	Second Person	Third Person	Fourth Person (etc.)
Male/Female? (M/F)				
Relationship to you?				
Driving license? (Y/N)				
Occupation?*				
Income? (nearest £1,000 year)**				
Year of birth?				

* Job title or pre-school, school student, looking for work, home-maker, receiving pension, etc.
** This is a voluntary question. It will only be used to compare to the national picture. If you would prefer, please indicate the amount in a £10,000 range.

That is the end of the survey. Thank you for spending time to complete it. Please return to the address shown on the front page.



Restoring our Environment

School in Gambia is a world apart

Try to imagine a primary school with 2,886 pupils, 57 classes and 29 classrooms. In the Gambian village of Serakunda, this is the only education system for children between the ages of 5 to 14 years of age. Although it costs just over a pound for a month's school tuition, some children do not even enjoy this basic right.

When travelling in Gambia in 1996, Gordon Harrison, manager of the special purpose



Water is drawn from a well in the playground.

workshop at Fison, asked a friendly taxi driver to show him a typical local school. Gordon and his wife, Di, visited the Lanti Kunda Sabija school. As

hundred guests they received a wonderful warm welcome but were amazed at the shortage of furniture, materials and books.

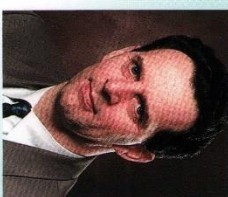
"Computers are unheard of. The latest technology is an old Imperial manual typewriter and the ribbons are dyed to be used several times," says Gordon. "What struck us most was how

Prospering through Science

'Prospering through Science' was the theme of this year's Science Festival held in Sheffield last month and organised by the British Association for Promoting Science and Technology. Some 10,000 visitors attended the talks and exhibitions and 450 experts in their fields spoke about the festival's seven major themes:

- Creating economic prosperity
- Promoting health and quality of life
- Building scientific awareness and understanding
- Working towards a sustainable environment
- Enriching culture
- Learning from the past
- Exploring new frontiers

AET's Dr Adam Brown, who manages the Sustainable Technology Group in Environment spoke on 'Green future - green energy?' exploring the many renewable technologies now actively used in various



Dr Adam Brown

parts of the world. Sir Richard Sykes, in his presidential address, questioned whether the current campaign against CMI foods may decrease funding in UK research which may then be carried out by other countries. He urged the UK to take up the challenge of increasing public understanding of science and technology, calling on the scientific community, schools, universities and the media, to invest in a public science base. Science Minister Lord Sainsbury spoke about the government's support for science and technology.



Parents make tables and desks for classrooms.

much difference even a small gift would make. We began by sending blackboard chalk, pens and paper, where we were greatly appreciated but we couldn't stop there."

Since then Gordon has been busy fundraising to help the school build an extension to house new classrooms. The basic construction using timber, cement and corrugated iron, would cost around £1,400 and he is hoping to raise sufficient funds from friends and colleagues to start building work.

He hopes to visit the school next Easter to see how the project is progressing.

On hearing his incredible story most people are keen to make a donation in cash or kind. The school's headmaster, Ousman Baro, has made a special request for day-to-day items including exercise books, chalk, pens, pencils, markers, felt pens and any second hand tables or chairs. Gordon hopes to find a way to arrange a bulk delivery to the school and can be contacted on C3468.

Great cycle route... shame about the A34!

A new cycle route south of Abingdon is helping staff at Harwell Abusiness Centre and Milton Park to cycle to work. The cycle route will form part of the National Cycle Network, currently being constructed by charity Sustrans. By using an upgraded bridleway and minor roads it provides cyclists from Abingdon with a direct route to Milton, avoiding heavy traffic around Stevenon. As a result, Harwell Bicycle Users Group (HarBUG) believes that it has encouraged more staff to cycle to work this summer.

The roundabout at Milton Abingdon to Harwell, but also interchange on the A34 is now the biggest remaining barrier to cycling. HarBUG has asked the county council for a safe crossing facility to be provided. This would not only help cyclists travelling from Harwell to Milton Park, but also cyclists from Wantage wishing to cycle to Milton. Dickot and Abingdon, HarBUG is developing proposals to create links from the National Cycle Network to Wantage and Harwell.

The first day

by Nick Hance, UKAEA PR manager at Harwell

set off from Hastings on a Saturday in August 1959 to seek my fortune at the world's most famous laboratory at Harwell. As he saw me off on the steam train, my father, a farmer, gave me £2 and a sound piece of advice, "If you address any man older than you as Sir, then you won't go far wrong in your life".

After dragging my trunk into the Guardhouse (B1) I was then escorted to B329 for processing along with other newcomers. I was recruited as a scientific assistant on the princely salary of £365 per year. After signing the Official Secrets Act and various forms authorising deductions for hostel rent, bus pass, pension and bereyvent fund, I was left with less than £10 on pay day - still a whole month away!

I was billeted in Rush Common House, Abingdon, with red-brick decor inside and out. I remember writing to my mother that evening, extolling

Hasibak, Nick Hance, aged 18.



about the white Formica and chrome fittings in my room! On Monday I reported to the SA training school in Hangar 8, beginning a three-month stint to acquire some laboratory skills. "With the aged 'tea-boy' sussed us with our white coats and showed us around. We were interviewed by Mr Robbins, the senior tutor, who made it abundantly clear that no-one was going to be let loose at Harwell until he was personally satisfied that we wouldn't do any damage. My first days were spent with Eric Porter who not only taught us how to handle engineering

SAFETY Update

There was one reportable incident, in B220 at Harwell, since the last issue of ECHO. A chemical process designed to recover silver was halted when it was suspected that some potentially unstable chemicals may have been produced. Following expert advice the chemicals were neutralised and made safe on 10 September. An enquiry was set up to investigate.

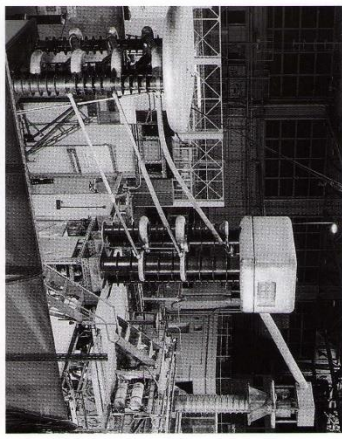
Health and Safety Week

The annual Health and Safety Week this year will take place, starting Monday 25th October 1999. It is intended that members of HSE will promote a manual handling safety campaign in a number of areas on site.



Restoring our Environment

What was, the accelerator physics division of AERE. If anyone had told me then that I would end up being PR manager for Harwell I would not have believed it possible.



The SA training school shared Hangar 8 with the CLEEF reactor and the 450 kV Cockcroft-Walton accelerator, built in the 1930s.

Musical love affair

After a successful first recital, Julia Reynolds last April, another is planned for Saturday 13 November, at 7.30pm in Challow Park Recital Hall, Wantage. As November is usually rather damp and gloomy, Julia hopes to create a warm glow by choosing songs centred around affairs of the heart. Details about the recital 'Love - and All That!' and tickets can be obtained from Julia Reynolds, Harwell 4121



(mornings), or Wantage 760233. Tickets will be also be on sale from Wessex Press, Wantage from mid-October.

Keeping up with Kay

Kay Reynolds, NRRB training and development manager, has successfully defended two titles at the Civil Service Athletics Championships in Wigan during August. She won both the 100m hurdles and 100m sprint. Although was disappointed by the times due to torrential downpours and thunderstorms. She also came second in the shot put. Lacking the traditional build of a shot putter, Kay says she relies on technique and speed rather than power! In her spare(!) time Kay runs a netball club in Wantage with three senior teams competing in the Swindon League. She also coaches the juniors. "We're always looking for new members," says Kay. "We start at ten years old and there is no upper age limit, so long as you can run around on court!" If you would like to join contact Kay at NRRB on 01865 831600.



Volunteers wanted

The Vale and Downland Museum in Wantage has enjoyed an increasing number of visitors since the new galleries opened this summer. Items on Harwell and JET are on show in the Technology gallery. More visitors mean that volunteers are needed to staff all areas including reception/booking, coffee shop, galleries (keepers and guides), research and administration. A free programme of training for volunteers is about to begin. If you can give even half a day a month the museum would welcome your help. Phone Diana Wyatt or Sue Beck on 01235 771447 for an informal, and informative, chat.

ECHO exchange

Advertisers on this page are free to all staff at Culham, Harwell, JET, MRC, Nirex, NRRB and RAL. Please submit your ad (30 words maximum) to the editor, Valerie Judd, by email: valj@gbolnet.co.uk or by fax: 01865 331154. If you prefer, you can also send your ad to Valerie Judd, ECHO, UKAEA, B575 East Aston Road, Culham, Oxford, OX11 0RA. For text copy deadline see back page.

FOR SALE

AWA MFL HiFi System combined with speaker system, bought in this year will take place, starting Monday 25th October 1999. It is intended that members of HSE will promote a manual handling safety campaign in a number of areas on site.

GUJAR, Kramer solid body electric guitar, 7 string, coal 1 hand/crusher pickup, w/extra, 1st + easy to play, Alvarez FT3 guitar, effect processor, programmable, boxed, with power supply and neck brace. Call 01974 411744.

SILVER CROSS lightweight foldable pram with rain cover and sun shade. £20. 01235 (evenings & weekends)

SMALL TOURING CARAVAN, sleeps 3, £50 ono. Slight dent in roof, needs cleaning (01993 near Banbury). Previous owner had incorrect phone number.

TV CABINET, German make, excellent condition. Inc. sliding video shelf/draw/display room. Also stereo system in cabinet with glass door/speakers, record/radio/cassette player. Open to offers best to view. Nidd @RAL 465487 home 01235 (answerphone)

WATERPROOF, breathable jacket. "Crest" brand, size Medium. Emergency holiday purchase, only worn once. Cost £110 new - yours for only £55. R6668

ACCOMMODATION

ABINGDON, modern fully furnished two-bedroom flat to let. Available from 16 October 1999. On AEA bus route. Economy 7 heating. £525 pcm. Tel: R3358 or 01235. E-mail: BED & BREAKFAST, Milton Hill. All rooms have washing/dish col. TV, radiolamp, clock. Close to A34 and didcot rail. £25 per room per night incl full English or continental breakfast. Call 01235

BLEWBURY, charming period cottage to let. Two bedrooms, highback fireplace, beamed ceilings. Garden and off-road parking for two cars. £620 pcm. 01235

DIDCOT, room for rent in town centre. Use of house facilities. £98 per week. Call 01793

DRAVTON, cosy 1st/2nd bedroom in detached bungalow. Own bathroom, private phone TV/video, parking. Use of adjoining fields. H&C and light cooking facilities. Available to a quiet non-smoking younger lady (smoker ban). £90 per week inclusive + phone. Tel: 01235

DRAVTON ST LEONARD, double room with shower in a quiet country cottage to let. Shared facilities - all mod cons. 60p/wk excluding bills. Non smoker preferred. Please ring 01865.

GROVE room to let in a family home from November onwards, short or long term. £60 per week inclusive of bills (except telephone) help yourself breakfast, evening meal negotiable. Non smoker. Phone: 01235

WANTED

Quality second-hand furniture, china, brass, linen, pictures, etc. can be wanted. Contact: 01235

PROPER RACING BIKE for sale in good condition. Ideally 24" frame. Contact Bill R5159 or 01235 evenings.

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