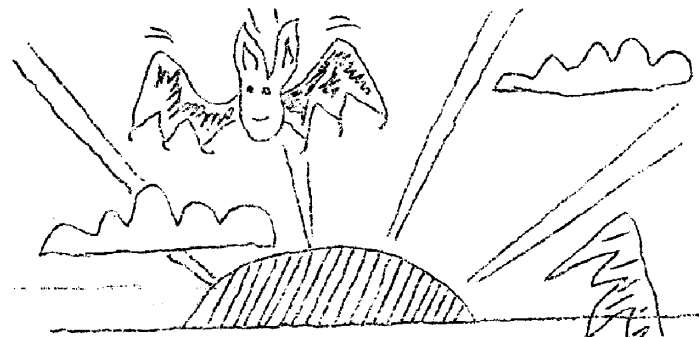


GAN



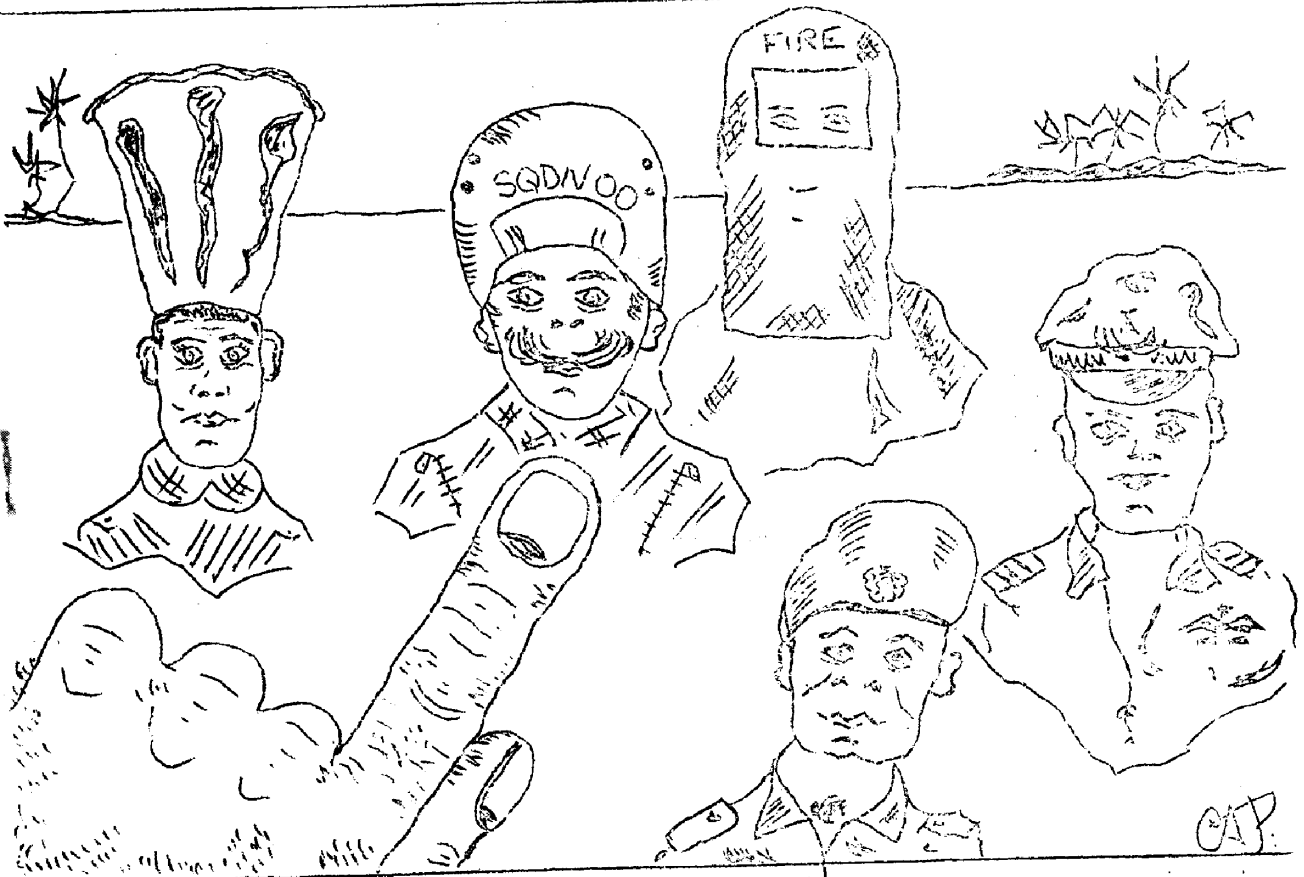
ISLAND
POST



EDITION NO 251

Editors: DAVIES & DAVIS

Artist: CAJ & STEVE



RAF GAN
THIS IS YOUR MAGAZINE

HOW ABOUT A CONTRIBUTION?

GUEST EDITORIAL

COUNTING MY BLESSINGS

When I was invited to write a guest editorial my first reaction was Oh Lord! What on earth can I say.

A great blankness of mind descended on me and hasn't lifted yet. I tried to recall what previous guests had written about but couldn't and all the old editions of G.I.P. which are normally liberally scattered around had by some unusual piece of tidiness disappeared.

Well what can I write about? As a "figure" man a discourse on the merits of decimal currency over pounds, shillings and pence comes to mind, but on second thoughts let us leave that until nearer 1971.

So about Gan it must be. As a nearly eighth monther, I can begin to look back a bit and I recall a period some little time ago when some articles in the G.I.P. and some programmes on Radio Gan seemed to consist of one moan after another and I for one am glad that there is more sweetness and light around now. I remember that I suggested to an announcer of Radio Gan (who happened to be my nephew) that he should ask his guests after they had finished airing their grievances on Gan and its shortcomings, what they had done for Gan. Most of them it seems had done nothing, and reluctantly I must also confess that I'm no better than they, BUT if I've been a failure in that respect at least I haven't moaned about the place or its facilities.

To those people who have done and are still doing things for the benefit of our Gan community --- my sincere thanks. May your shadows never grow less.

Gan for me will have been a period where I've been able to relax a bit from the pressures which assail one in almost any other appointment, allowing me more leisure, to enjoy good music, reading and even keeping my correspondence up to date and most enjoyable of all, TIME, to meet and talk (over a few beers) with varied and excellent company.

Finally, may I thank those who provide and maintain day in and day out the essential services that make life in this little island so much more comfortable than it would otherwise be, one tends to take them so much for granted, that it wasn't until "it" wouldn't flush just now that made me realise their importance.

Thank you.

JIM PEBBY

HAVE YOU HEARD?

1. That Steptoe and Son are light sleepers and the Ukkers should be fitted with felt pads?
2. That the Captain, CHOFFS, Engineers and Ken were excellent hosts and "The. Bat" made a speech.
3. That the Fire and Maldi Didis rendezvoused with PHP and Pony also came to lunch?
4. That the Transit Hotel NCO's are always "on the ball"?
5. That Mike and John had a quiet first day on Gan?
6. That to-morrow is Ceylon Independence Day and the GFRA is poised?

THIS WEEKS THOUGHT OF KUANG TSE

"Of the five vices, the once of the mind is the worst. What is the vice of the mind? The vice of the mind is self satisfaction".

LETTERS TO THE EDITOR

Meteorological Office
Royal Air Force
Gan

GAN/14/68

2nd February, 1968

The Editor, G.I.P.

MONTHLY WEATHER NOTES - JANUARY, 1968

1. What a month! Over 250 hours of sunshine - almost half as much again as a normal Summer month in U.K. Ideal 'panic-tanning' weather, with over 10 hours sunshine per day on about half the days of the month. It did rain also, about 5 inches instead of a normal 9 inches, and over 4 inches of this fell on two days, the 4th and 8th. For the marine-minded people, winds in the first half of the month were a bit frustrating varying from calm to fresh N'y, but during the latter half of the month steady moderate or fresh N to NE winds prevailed.

Sd/- N.D. WILLIAMS
Meteorological Officer

Radio Gan
February 1968

The Editor, G.I.P.

TOP FIVE RECORDS REQUESTED ON JUKE BOX/PAYOLA

The following is a list of the Top Five Records which were played on Radio Gan during the Juke Box/Payola Sessions over the Christmas Period.

It is of interest to note that though the Scaffold's record "Thank U very much" was played more times than any other and of course many more times than actually requested - the Hermits theme song "San Francisco" still brought in more appeal funds.

The Top Five were:

	<u>ARTIST</u>	<u>TIMES REQ</u>	<u>AMOUNT PLEDGED</u>
1. THANK YOU VERY MUCH....	SCAFFOLD	35	£ 23-13-4
2. SAN FRANCISCO....	SCOT MCKENZIE	24	£ 40- 6-3
3. I AM THE WALRUS....	BEATLES	17	£ 5- 4-10
4. BOOTS....	NANCY SINATRA	14	£ 6-10-6
5. SAND....	NANCY SINATRA AND LEE HAZELWOOD	11	£ 4-10-8
I'M A ROCK....	MOTHERS OF INVENTION	11	£ 5-12-0

EQUAL RIGHTS

Picture the shiny VC10 and the vast organization that controls it. You Ganites know the story well. High powered control from U.K., fast turn-rounds, everything but a brass band on the pan when it arrives and public excecutions when it's delayed. The aircraft itself of the latest in automatics easing into air fields in the early hours after an immaculate let-down and instrument approach. Let me transport you now to the real Air Force.

Everyone on Gan knows 205 Sqn (quiet there, stop that cheering). This article, which I was conned into writing by one B - RN - E DAV - S is intended to show you the difficulties which beset the Shackleton whenever she wants to go somewhere.

As a quick back-ground to the story, our main problems on transit type trips are the age of the aircraft we fly, their inability to fly high and the reluctance of some countries to allow a "military capability" aircraft to overfly. Also we are not bound by the same operating rules as A.S.C. or Bomber. (To all those rushing to join us after my last statement, we don't have a bar on board and women are not allowed?)

About nine months ago crew five your present SAR crew, which why I got conned etc.....) were sent to UK on a ferry flight, returning an old Shack and delivering a 'new' old aircraft. The route was GAN-NAIROBI - KANO - EL Adem - ST. MAWGAN, this because the Middle East was having a quick war. The aircraft was 'GOLF' which we discovered to be the oldest Mk II in the business; CIRCA 1952. A grand aircraft, it flew to GAN in great style on the first leg of it's journey to the knacker's yard. The traditional few beers, and off to bed for a 0700 take off for Nairobi. At 0230 our grey haired nav. skipper woke us up to say do not go to Nairobi, do not pass Gan, do not collect \$200 etc. etc. there is also a war in Nigeria!

Five days we lingered at Gan and there being nothing else to do speculated on another way through to UK, Mauritius - Pretoria - Luanda - SAL we thought, thats the way. The next signal ordered us back to Changi, where 'GOLF' promptly went U/S. We planned our route through the States this time and in fact arrived at Heathrow in a Brit. Eagle Brit! Eventually all eighteen of us (yes 18, we have our own ground crew too) gathered at St. Mawgan and drew lines on charts to Gander. SNAVO was most put out by this saying "its all bin changed your doing the Pretoria route". All men retire to various bars for medicinal ale.

At last we lurched off from St. Mawgan feeling very proud of our 'new' old aircraft and set heading for that old Coastal haunt GIB, where we landed several times in a row! A night out and off to SAL ISLAND.

/This is an.....

Continued from page 4

This is an aptly named island (its made of the stuff) in the Cape Verde group owned by Portugal. What a place. If you think GAN is a drag for a year, then you should see SAL. Fresh water for drinking only, flies every where, no vegetation, stinking hot etc. Despite the conditions the Portugese gave us 1st Class aircraft service and did their best for us night stopping. We were to find this happy co-operation from the Portugese everywhere, their aircraft are older than ours; even so I suppose it was a matter of kindred spirit! By the way remember that VC 10 on its immaculate instrument approach, we landed on a green vorey because our radio was U/S.

Next day, off on time for ASCENSION Island, which should be familiar to GIP readers. Aircraft serviceable again (this can't last) and a rough night again (18 blokes in one room). On next day to LUANDA in Portugese ANGOLA (all these legs about 9 hours by the way) where we wallowed in the luxury of the best hotel in town. Again the Portugese were most helpful, surprisingly since we had just disrupted their control zone when our radio gave up the ghost again.

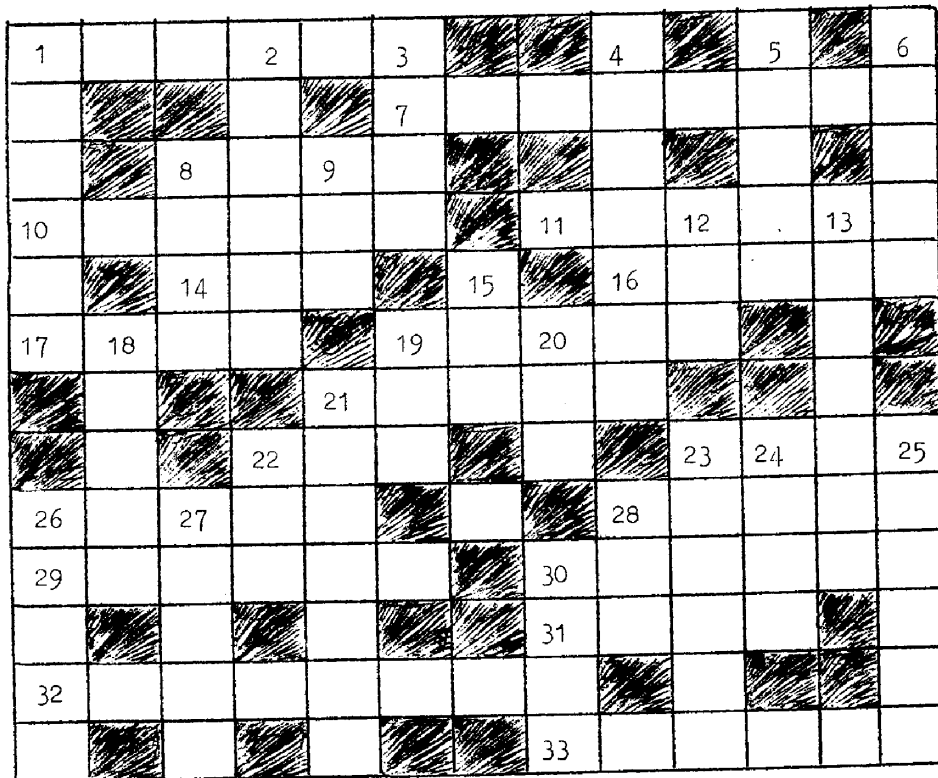
Pretoria gave us a great welcome. Air Commodore Howard entertained everyone for two evenings and laid on cars during our day off. The South Africans were most obliging (another hundred spirit perhaps) and this we repaid by dumping oil and coolant all over their new pan from various oil and coolout leaks. These were caused in transit by prolonged turbulence over Africa literally shaking things loose (most people on board had their break-fast shaken loose too!) Delayed again we arrived at Mauritius late at night where the aircraft, getting very tired, went U/S for a day with a fuel leak. Our grand crew once again patched her up for the next leg to Gan where the traditional Tiger was waiting from the resident SAR Crew.

We reached Changi 10 days, and about 70 flying hours later. The whole point behind all this is to give those that need it an in-sight into the difficulties of operating our maritime aircraft in a role with which you at GAN are familiar. Try to spare a thought (a favourable one that is) to the "aged grey lady" who does all sorts of jobs and is not even a little bit shiny.

WOULD YOU BELIEVE?

Beer cans are being used by oceanographers in their study of undersea geology off the coast of Baja California, Mexico. In recent dives, beer cans thrown overboard by Mexican fishermen were found buried under two inches of sediment. Since the scientists know the cans first appeared in the area a year ago, they can ascertain the rate at which sediment there is building up. They say the cans give a better dating method than fossils or carbon-14 tests, and they call the technique "becrography".

CROSSWORD



Clues - Across

1. With which to make a hole in the garden (6).
7. The stage production that made Noel a hit?(8).
8. That gallery man (4).
10. Not made by stone walls?(6).
11. Character worthy of study (6).
14. Always short of beer?(3).
16. Kept in (5).
17. He makes an early start (4).
19. They almost bring woe to us chaps (5).
21. Strength of the nation (5).
22. Good surname for a grass-widow?(5).
23. Girl keeping company with Edward (4).
26. English poet and professor, we hear (5).
28. Does she mean a lot to father?
29. Wake up (6).
30. Freedom from foreign elements (6).
31. Border upon breaking a tuba (4).
32. Poet and painter who also composed trios (8).
33. Do athletes do it up when they're tight?(6).

Clues - Down

1. Drink too much (6).
2. Four-legged letter-stand (6).
3. Right out of line (4).
4. The boss makes a man change gear!(7).
5. Drink that will never make you slim?(5).
6. Cried like a cat (5).
8. Piece of wedding-cake?(4).
9. The height of Victorianism (3).
12. Ant colour?(3).
13. The clergyman opens the show (5).
15. It shortens the lawn!(5).
18. He may be a Croat (5).
19. Unhappy people say this is me! (3).
20. Old boys (3).
21. Record rocker!(7).
22. Beast with a new sound (3).
23. After a car, the singer gave us a ring (6).
24. Let's leave this one out (4).
25. Uninteresting study of a poet (6).
26. A penny light in the business (5).
27. What we hear (5).
28. The local, perhaps (3).
30. Vessel with a lip (4).

Padre's Page

This Sunday immediately after Evening Service there will be a service of Holy Communion. Anyone who is a communicant member of his own denomination or any confirmed member of the Church of England will be welcome to stay behind for this service.

Next Sunday in the evening we will have a Favourite Hymn Service. If you have a hymn which you particularly like please let either the Organist or the Padre know before Thursday 8th February.

The earliest Christian writings we have are the letters of Saint Paul and when we read these we must bear in mind that they were written to a particular set of people whom he knew quite well. He probably knew enough about them to know the problems that involved only that particular collection of believers. The amazing thing is that a lot of their problems we still have. This is because in the main he is dealing with human problems. Some parts of his letters are of general interest because he describes various duties of the Christian.

In part of his letter to the Church at Colossae Paul tells Christians that they ought to 'put on' compassion, kindness, humbleness of mind meekness and longsuffering. This does not mean put on in the sense of act or pretend but it means have these qualities as part of the character of all Christians. The real difficulty is in cultivating these properties. The most amazing thing of all is that those people who in history seem to have succeeded more than others felt themselves to be less godly. In other words whilst others may recognise a godly man, he himself probably feels no better than any one else. This is of course because of the humbleness of mind. The Christian who says that he is a godly man has missed the essential meaning of this passage.

This letter of Paul goes on and says that everything that a Christian does should be done in the name of Christ. All this does is to make us realise our tremendous responsibility. If this is true then we know we let Christ down time and time again and the only comfort is that in the end he does not rely on us to show his message because it is so powerful and striking in itself. The other day I heard some one say that the Christian religion is founded on sin. The amazing thing is that the majority of the New Testament does not talk about sin at all. There is much mention of love and the qualities mentioned above which leads the reader of this account to notice the change from the sin of the Jewish religion to the positive thinking in the Christian message. It is not founded on sin at all but on the fostering of the right kind of relationship between God and man and between man and man.

These aims are not based upon sin but upon love and well being. If we are not careful we think the aim of Christianity is to make a lot of little replicas of the perfect, man like a machine assembly line but really this too is wrong because we have our own individuality and this is what is developed.

J.E. DALMOND
PADRE

