



Engineering



Non Sibi Sed Aliis
'Aiming at Excellence'

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TRANS- FORM

THE ENGINEERING NEWSLETTER FOR BALSHAW'S C.E. HIGH SCHOOL

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Welcome to the 10th edition of Transform. This definitely calls for a celebration. Every issue gets better and better and when I look back at the first blue edition of April 2006 we have come such a long way, as a school with increased results, better facilities and a more cohesive approach to education.

Our 10th edition has contributions from all departments and also has a second look at the magic of the Eiffel Tower as seen through the eyes of Year 11 by night. We continue to welcome articles and letters from students past and present, parents and staff.

Our continued links with our major sponsors Runshaw, St Andrews, Helmrigg, Progress Housing, Dr Oetker get ever stronger.

By working together, with God's help we look forward to the next 10 editions. I hope that you enjoy reading this one

Yours sincerely

J M Venn Headteacher

HEART DEFIBRILLATOR



■ AN AED (AUTOMATED EXTERNAL DEFIBRILLATOR)

is a portable electronic device that can audibly prompt and deliver an electric shock that will disrupt or stop the heart's dysrhythmic electrical activity. The shock will not start a

dead heart, nor will it shock a healthy one, but it will stop certain lethal rhythms and give the heart a chance to spontaneously re-establish an effective rhythm on its own.

Cardiac arrest usually occurs when your heart's electrical activity becomes disrupted and the heartbeat gets dangerously fast (ventricular tachycardia) or chaotic (ventricular fibrillation). Because of this chaotic, irregular heart rhythm (arrhythmia), your heart stops beating effectively and can't adequately pump blood.

During cardiac arrest, your brain and other vital organs quickly become starved of blood and the life-sustaining oxygen and nutrients it carries. You could die within a few minutes, or if you survive, you may sustain permanent damage to your brain and other organs. The sooner your heart's rhythm is restored the better, since each minute is critical to determining your chance of survival and how much damage you might have.

Although cardiopulmonary resuscitation (CPR) is a vital step in the lifesaving process and can keep some blood flowing to your heart and brain for a short time, often only defibrillation can restore the heart's normal rhythm and ultimately save your life. This is especially true if you experience a type of abnormal heart rhythm known as ventricular fibrillation. According to the studies, CPR rescue attempts using electric defibrillation or AED's improves survival rates by as much as 49%.

A cardiac arrest can occur in anyone even young healthy people, although those with previous heart problems or symptoms are more at risk. It is estimated that 70% of ventricular fibrillation victims die before reaching the hospital.

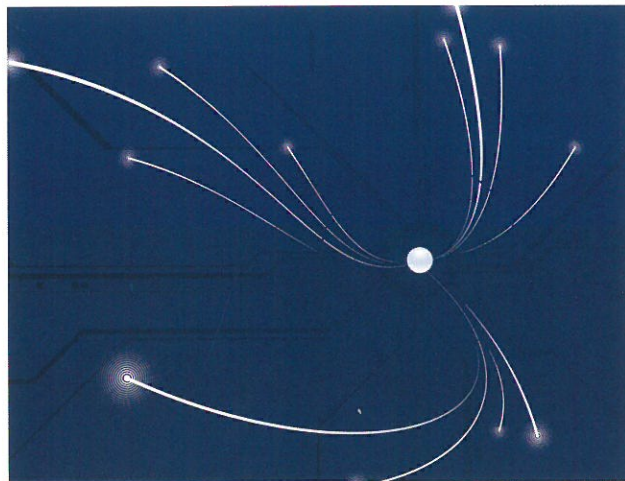
E SAFETY

■ TECHNOLOGY IS AT THE CENTRE OF MODERN LIFE AND IT HAS ENABLED INSTANT COMMUNICATIONS FOR EVERYONE SOME

of which may be unsafe for children. It has also given people access to huge amounts of information both appropriate and inappropriate to the young.

Child safety has always been a primary concern for schools, but as modern technology marches on and the frontier moves so do the problems. Now E Safety has become an important issue to everyone.

E Safety is a very broad topic and is designed to identify, protect and educate children, parents and staff to the dangers of modern technology so they can make informed decisions to keep themselves and others safe from this unseen threat. The school is endeavouring to enforce the legal and procedural requirements to disrupt and deter offenders from taking advantage of children, staff and people in the community. To develop a safer online experience for everyone. To work in conjunction with the Lancashire County Council and the Police to improve the standard of child safety both at home and within school.



These situations can have a massive effect on someone's life so Balshaw's C.E. High School has taken the challenge and is now teaching E Safety to students not just in the ICT Classes but also in other subjects like PSHE.

On top of this the school has provided E Safety talks for parents so they can make informed decisions on the unseen threat at home. This training has covered identifying possible danger, making informed decisions and protecting yourselves and others from email and messenger threats, social networking, blogs, copy right, identify theft, bullying, personal information leaks, sexual abuse, viruses and spyware.

VISITING THE EIFFEL TOWER

■ IN OUR FIRST EVER ISSUE OF TRANSFORM IN APRIL 2006 THERE WAS AN ARTICLE ON THE YEAR 8 TRIP TO FRANCE VISITING THE

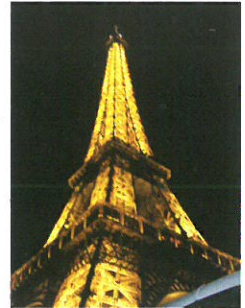
Eiffel Tower. This is also visited each year by Year 11 on their Science and French Revision Trip. Year 11 are lucky enough to see the Tower by night. The Eiffel Tower was built by Gustave Eiffel for the Universal exhibition in 1889 celebrating the hundredth anniversary of the French Revolution. It was erected in record time 2 years, 2 months and 5 days and was an immediate success. Today, it is the symbol of France throughout the world and has over 7 million visitors per year including 58 of us on the Year 11 trip. It is 324 metres high and weighs 10,100 tons. It has 336 floodlights for the golden lighting. 20,000 bulbs are used for the twinkling lights which

are lit for 5 minutes at the beginning of each hour from nightfall to 1 o'clock in the morning. It is painted every 7 years and this takes 60 tons of paint each time.

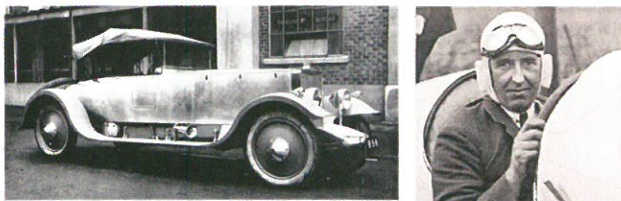
Fortunately we take the lift up to the top as there are 704 steps just up to the 2nd floor!!

It is a key transmission base as it accommodates dozens of radio and television antennae. There is a tower movement observatory at the top where the Tower oscillates due to the wind and the sun.

Each year when we take Year 11 on their trip they fall in love with Paris by night and it starts with the Eiffel Tower.



JOHN PARRY-THOMAS 1884-1927 LAND SPEED RECORD HOLDER



■ PROBABLY EVERYONE IN LEYLAND WILL KNOW THAT THE TOWN HAS BEEN FAMOUS FOR PRODUCING TRUCKS AND BUSES FOR

over 100 years. However, not so many will be aware that between 1917 and the early 1920's Leyland flirted briefly with the design and production of luxury cars.

John Parry-Thomas was the Chief Engineer of Leyland Motors. In 1917 the directors of Leyland gave him what must have been the dream job for any automotive engineer, to design a massive luxury car with the objective of competing with Rolls Royce. For Parry-Thomas this was to change the course of his life dramatically. The resulting vehicle was the Leyland Eight. It was a 5 seat tourer which became known as the 'Lion of Olympia' when exhibited at the 1920 Motor Show in London. It cost £2,700 at that point, not far off £100,000 at today's costs. To ensure each car's performance Parry-Thomas tested each one personally before delivery at up to 100mph at a time when the world land speed record was only 124mph. He even raced one of the Leyland's at the famous Brooklands banked oval motor racing circuit during 1922.

As a result Parry-Thomas got the racing bug and with the blessing of the Leyland directors he left Leyland to become

a professional motor racing driver living in a cottage at Brooklands. In 1924 with an eye to the world land speed record he bought a car from the estate of another driver Count Zborowski who had died at Monza. The car was fitted with a 27,000cc aero engine!

Parry-Thomas named the car 'Babs'. After a lot of development work he made his first attempt on the record in October 1925 at Pendine Sands on Camarthen Bay. The weather caused this attempt to be unsuccessful, but in April 1926 he was back and beat the record twice recording a speed in excess of 170mph. He continued to race very successfully as well as making further successful attempts to increase the world record. However, the competition for the record was fierce with drivers such as Sir Malcolm Campbell and Henry Seagrave also fighting hard for the record with the prospect of breaking through 200mph ever nearer.

In March 1927 Parry-Thomas returned with Babs to Pendine Sands to try to claim back the record from Campbell who had set a new record just weeks before. Sadly there was to be no record breaking run. The first run resulted in a dreadful crash in which Parry-Thomas was killed with terrible injuries. Babs was wrecked and buried in a hole in the sands. Parry-Thomas was buried in St Mary's Churchyard in Byfleet, Surrey.

Babs was eventually recovered from the sands and painstakingly restored. She is on display at the Pendine Museum of Speed in Camarthenshire.

David Sherliker