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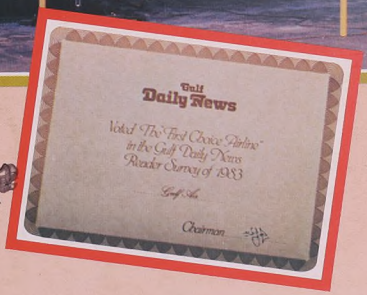
The National Carrier for Bahrain, Oman, Qatar and U.A.E.

22 AUG 1983

TRISTAR SIMULATOR ARRIVES IN BAHRAIN

GF TOPS SURVEY



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GULF AIR

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COVER STORY

ANNUAL GROUND SERVICES CONFERENCE

"1983 A CHALLENGING YEAR FOR GULF AIR," SAYS CHIEF

Gulf Air's 22 airport managers from its complete network met at the Gulf Hotel in Bahrain on May 3rd and 4th, 1983, for their annual Ground Services Conference.

The two-day meeting was officially opened by Gulf Air's Chief Executive, Mr. Ali Ibrahim Al-Malki. Also present at the opening were General Manager Commercial, Mr. Nicholas Moudarri, and Customer Services Manager, Mr. Hameed Alawi.

In his opening address, Mr. Al Malki thanked the airport managers present for their good performances in the previous year.

The C.E. said, however, that though 1982 proved to be a very good year, they should not live in the past as 1983 would prove to be a mor challenigg time especially with the introduction of more flights on GF's network and the 21 flights to London in particular.

He once again stressed the need to provide excellent service to passengers and reminded the delegates present that a single passenger meets a minimum of five GF staff.

'If one of these five staff leaves a bad impression on the passenger then a good name earned in 10 years wouldbe ruined by just that one mistake," he warned.

Mr. Al Malki also said that the airport managers had the task of securing passengers and to ensure that no passenger switches on to another airline.

In encouraging them to speak out their problems, the C.E. said the delegates should not hesitate to put their views forward and assured them that officials at H.Q. would do their best to help them.

Mr. Moudarri, who also addressed the delegates, emphasised the importance of attracting more passengers from their respective stations and

asked the airport managers to "think as salesmen".

He said with the introduction of 21 weekly flights to London from June 1, 1983, and with numerous convenient links especially from the Gulf states, there should be no excuse to let passengers travel on other airlines.

Mr. Moudari told the delegates that a new policy of decentralisation would be introduced giving them more powers to generate revenues. "You will be part and parcel of self-sufficiency which would also mean that you will have to justify your existence," added Mr. Moudarri.

Another speaker at the opening was Mr. Alawi who also praised the delegates for the good work done in 1982. He said the past performance showed a lot of improvement in baggage handling and control on costs.

But, said Mr. Alawi, there was still a further need to cut down on costs and named two areas where extra care should be taken — namely, to avoid food wastage on board flights and ensure tight control on hotel accommodation for inter-line passengers.

He asked the managers to look at catering estimates and pointed out that here have been cases where some areas were being over-catered while under-catering showed in other areas.

He also called on the airport managers to exercise extra control on dress appearances of ground service staff and to make sure that their staff do not report for duty wearing excess jewellery nor in scruffy uniforms.

He added that weight-control should be enforced and suggested reintroduction of route-checkers to be extended to ground services too.

Mr. Alawi also called for better relations between services and sales staff and asked them to establish team work.

One of the main items on the agenda of the two-day conference, which was chaired by Ground Sevrvices Manager, Mr. Dale Griffith, was to scrutinize the new summer schedules especially the promotion of the daily extra flights to London which came into effect on June 1.

GULF AIR FLIES HIGH IN POLLS

Gulf Air has done it one more time. It has again been voted top airline, this time the votes coming from home ground.

In a national poll conducted by Bahrain's daily English-language newspaper, the Gulf Daily News, Gulf Air was chosen as the favourite airline by the travelling public.

Two-thirds or 66.5 per cent of the people who filled in the survey said they used Gulf Air for their travels with the nearest rival, Air India, polling 11 per cent and Cathay Pacific taking third place with 9.7 per cent.

The enormous gap between the top airline and the next best airline not only proves Gulf Air's popularity but also shows that more and more travellers are gaining confidence in the national carrier.

The GDN survey also showed that a high percentage of readers travel out of Bahrain on trips annually. Only 12 per cent of the people who filled in the survey do not have at least one trip abroad.

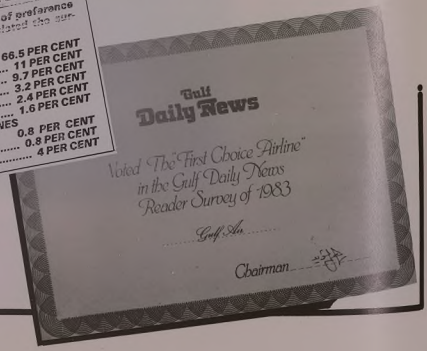
Statistics compiled showed that 68 per cent go on a trip once a year, 24 per cent travel three or four times a year, and nearly 8 per cent travel more than four times.

The majority of the travellers, or 54.5 per cent travel purely for pleasure, 37.3 per cent travel on business mixed with pleasure and slightly more than 8 per cent travel purely on business.

Airline statistics

Airlines used in order of preference by readers who completed the survey

GULF AIR	66.5 PER CENT
AIR INDIA	11 PER CENT
CATHAY PACIFIC	9.7 PER CENT
MEA	3.2 PER CENT
QANTAS	2.4 PER CENT
BRITISH AIRWAYS	1.6 PER CENT
SINGAPORE AIRLINES	0.8 PER CENT
UTA	0.8 PER CENT
OTHERS	4 PER CENT



CHIEF EXECUTIVE MEETS MRS GANDHI

Gulf Air's Chief Executive, Mr. Ali Ibrahim Al Malki, made a four-day visit to New Delhi in May at the invitation of India's Cabinet Minister for Tourism and Civil Aviation, Mr Khurshid Alam Khan.

During the visit from May 9 to May 12, the C.E. held talks with officials from the ministry of tourism, civil aviation and Air India.

He also had an audience with Prime Minister Indira Gandhi and made courtesy calls on the Minister of Transport and the Minister of Education and Cultural Affairs.

Mr Al Malki was accompanied on the trip by DCM Mr Hamad Al Medfa and Mr Archie D'Mello from Bahrain and was joined by Regional Manager, India, Mr Mohd Al Shafie and Area Manager Northern India, Mr Jassim Abdulla.

Picture shows Mr Al Malki with Air India's Chairman and Managing Director, Mr Raghu Raj.

GF STAFF IN BAHRAIN DONATE BD12,574 TO EARTHQUAKE VICTIMS

The plight of the earthquake victims in North Yemeni drew sympathy from people around the world.

Donations in cash and kind flowed into the country to help them. Joining in to aid the victims were GF staff in Bahrain who together collected a total of BD12,574.644 as donation towards the victims' fund.

The donation was also made in response to a call to help the victims by H E Bahrain's heir apparent and Commander-In-Chief of Bahrain Defence Force, Shaikh Hamad bin Isa Al Khalifa.

The money was sent to the North Yemeni people through the Chairman of Bahrain's Chamber of Commerce, Mr. Mohammed Jalal.

Computer Course for Management Trainees

GF Commercial Management trainees attended a one-week course at the training centre to familiarise themselves with computers.

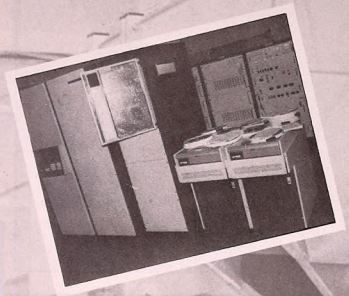
The course, in data processing and computers, was held from June 4th to 9th and was conducted by Data Processing Training Officr, Mr. David Hall.

During the week the trainees learnt about GF's data processing systems, studied methods of information starage and processing and were also given an opportunity to write a computer programme.

A full day was also set aside to study GF's Mangement Services Department when the trainees were briefed on the department's functions, its organisational structure and computer systems in use.

The trainee were later taken on a tour of the department.

Picture shows Mr. David Hall (seated, second right) with the management trainees.



GULF AIR'S TRISTAR SIMULATOR ARRIVES IN BAHRAIN

Gulf Air's Lockheed L1011 TriStar Simulator has now arrived on site in Bahrain. When installation and final acceptance tests have been completed Gulf Air will be the first Middle East carrier capable of achieving 'zero flight time' training — the ability to convert pilots from one aircraft to another of a similar type, totally within the simulator.

Work is now going on at top speed to install the equipment in the new building at Muharraq, which also contains workshops, storeroom, library, briefing rooms and two classrooms, and it is expected to be ready for crew training and mandatory checks in September.

designed and built by UK's Rediffusion Simulation Ltd., the simulator was used to train the extra crews required for the 9th TriStar prior to it being shipped to Bahrain in mid June.

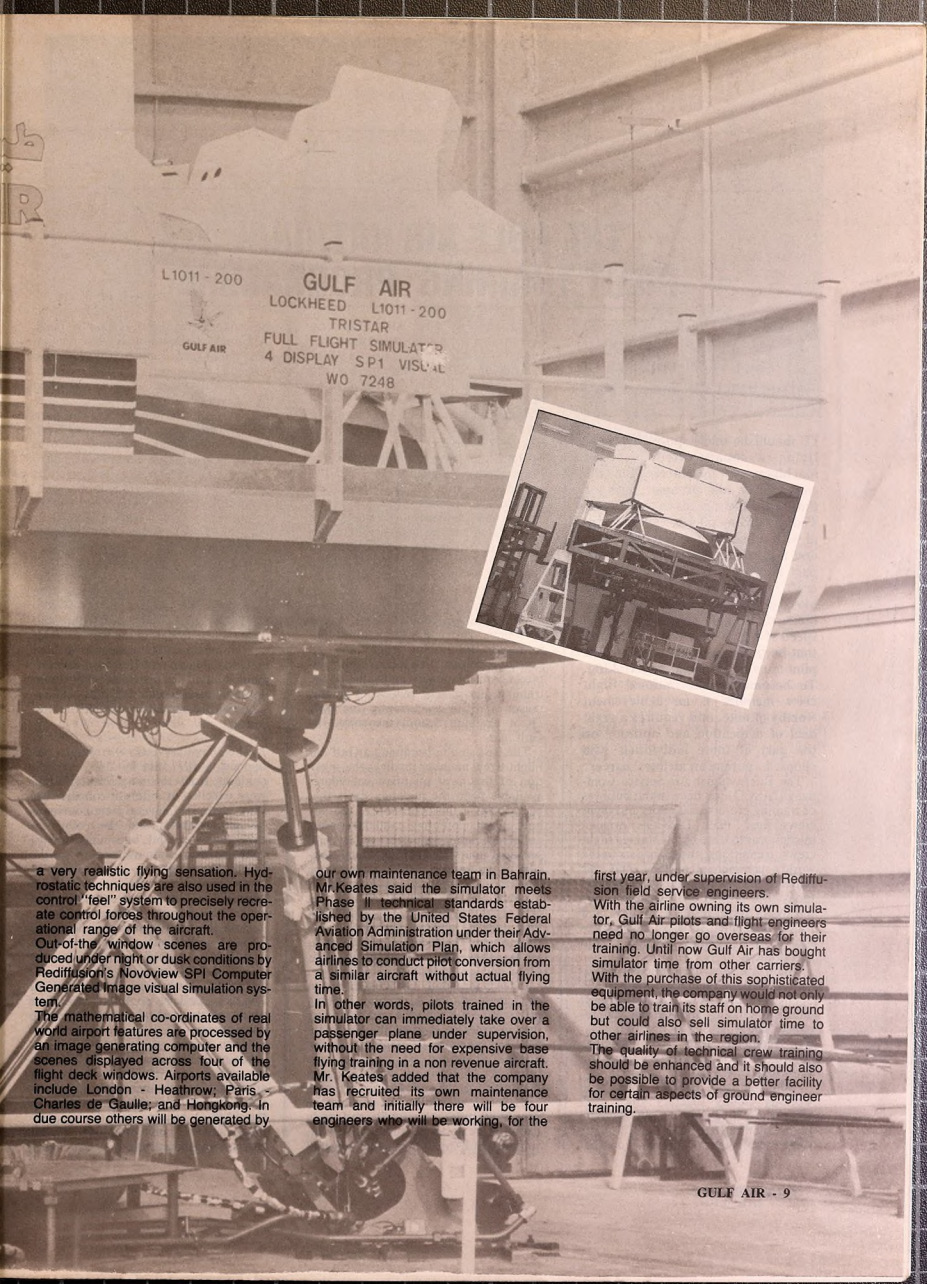
According to Mr.E.C. Keates, Manager Flight Standards (Tehnical) who is managing the entire project for Gulf Air, plant acceptance tests were carried out in England by Gulf Air crew from November until the end of January, the simulator was then used for 'in plant' training until strip-down for shipment was commenced at the beginning of May.

Technically the simulator is one of the most sophisticated of its type in the world and features the advnced technology that, last year, won Rediffusion the Duke of Edinburgh's Designer's Prize for the most outstanding achievement in British industrial design.

At the heart of the simulator is a SYSTEMS 32/77 computer complex in which flight and systems characteristics of the L1011 are precisely reproduced — the mathematical model includes comprehensive weather and emergency conditions simulation.

The simulator also incorporates a motion system allowing a full six degrees of freedom which moves the flight deck through all the axes experienced in flight.

The motion jacks employ the latest low friction hydrostatic technology to create



a very realistic flying sensation. Hydrostatic techniques are also used in the control "feel" system to precisely recreate control forces throughout the operational range of the aircraft.

Out-of-the window scenes are produced under night or dusk conditions by Rediffusion's Novoview SPI Computer Generated Image visual simulation system.

The mathematical co-ordinates of real world airport features are processed by an image generating computer and the scenes displayed across four of the flight deck windows. Airports available include London - Heathrow; Paris - Charles de Gaulle; and Hongkong. In due course others will be generated by our own maintenance team in Bahrain.

Mr.Keates said the simulator meets Phase II technical standards established by the United States Federal Aviation Administration under their Advanced Simulation Plan, which allows airlines to conduct pilot conversion from a similar aircraft without actual flying time.

In other words, pilots trained in the simulator can immediately take over a passenger plane under supervision, without the need for expensive base flying training in a non revenue aircraft.

Mr. Keates added that the company has recruited its own maintenance team and initially there will be four engineers who will be working, for the first year, under supervision of Rediffusion field service engineers.

With the airline owning its own simulator, Gulf Air pilots and flight engineers need no longer go overseas for their training. Until now Gulf Air has bought simulator time from other carriers.

With the purchase of this sophisticated equipment, the company would not only be able to train its staff on home ground but could also sell simulator time to other airlines in the region.

The quality of technical crew training should be enhanced and it should also be possible to provide a better facility for certain aspects of ground engineer training.

THE GULF AIR NATIONAL PILOT TRAINING PROGRAMME

By: Mr. Mark H. Feldman
Chief Flight Instructor
International Air Service Co.

IT should be made quite clear that flying a sophisticated piece of machinery is no career for the romantic or idle dreamer, nor for those with their heads in the clouds. Today's airline pilot is a progessional with a head full of scientific data and a clear understanding of every part and every function of his aircraft. And when you look at the mass of complex machinery in a modern airliner and consider the speed at which we travel, you realize that becoming a professional airline pilot must be a colossal undertaking. To become a Gulf National flight crew member is an achievement worthy of note, and requires a great deal of dedication and aptitude on the part of those individuals who choose to pursue an airlines' career.

The International Air Service Company (IASCO) has been in the business of training professional pilots and flight crews since 1959. IASCO's original mission was to lease highly trained flight crews, technicians, and managers to the world's commercial airlines, and this remains one of its principal functions today. But growth and expansion over the years have resulted in new and widely diversified services, each represented by a separate division of the corporation.

There are now five principal activities: Aviation Training, Contact 121 Services, Flight Crew Leasing, Aircraft Sales and Leasing, and Aircraft Maintenance. Today, IASCO is a "Total Aviation" company with global activities controlled from headquarters near San Francisco International Airport.

Gulf Air and IASCO have been working closely together since 1978 when the first group of Gulf National pilots came to IASCO's Flight Training Centre at Napa, California to commence training. Gulf Air's long term objectives are to nationalize its airline and IASCO is playing an important part in assisting Gulf Air in achieving this goal. Thus far IASCO has participated in the training of approximately 76 Gulf National pilots, most of which are now flying the lines as first officers in the Boeing 737 or lockheed L-1011.

The Gulf Air Ahnitio Flight Training Programme at IASCO has been designed to require airline standards of performance from the Gulf Air cadets. These same standards are applied to all pilots training at the facility. This makes for a very demanding programme, but one that insures a high degree of professionalism and competency at graduation. Gulf Air and IASCO maintain close contact through correspondence and the exchange visits of key training personnel. This policy has insured uniformity in the training programme and promotes constructive inputs which improve both the quality and value of the training the cadets receive. For this reason IASCO is currently the only Flight Training School recognised by Gulf Air.

The first step in becoming a Gulf Air Flight Crew member involves the selection of the most qualified candidates available from the member states that pasticipate in the operation of the airline. Each potential candidate must undergo a rigourous battery of tests and personal interviews before a final decision of acceptance can be made. Since English is the international language of aviation all pilot candidates must be conversationally fluent in it. In addition they must be able to read, write, and comprehend the technical subject matter thay they will encounter during their flight and ground training activities.

Once a candidate has been chosen to participate in Gulf Air's pilot Training programme it is with the understanding that in order to succeed the candidate will be required to demonstrate an airline standard of performance throughout his training, which will span the length of his piloting career with Gulf Air. Each cadet must develop the proper attitudes, characters, and study habits if he is to be successful in his training. In IASCO's eyes they must all be looked at as future airline captains. Although the training is very demanding the rewards are great for those who succeed.

A cadet's formal training begins at the Civil Aviation College in Doha, Qatar, under the direction of the principal of the college, Mr. Jassim Al Nusf. Cadets spend approximately six months taking instruction in Technical English, Maths, science, physics, and aviation technology prior to graduation.

At each step of the way the cadets are subjected to written tests and oral evaluations to assess their understanding of the subjects taught.

The Civil Aviation College (Gulf States) was established by the Arabian Gulf States of Bahrain, Qatar, the United Arab Emirates, and the Sultanate of Oman as a regional institution to train their nationals in the various fields of civil aviation. The college is located in Doha, Qatar and the host government, Qatar, has provided a high standard of instructional facilities and residential accomodation for all the students.

The Civil Aviation College was opened in 1977 and by 1979 over 150 students from the participating states were enrolled in different courses. The introduction of several new courses is being considered and the college is expected to expand, becoming a major civil aviation training centre in the Middle East. Presently, major programmes of study are available for air traffic control, aeronautical meterorology, and radio maintenance engineering.

Both the Civil Aviation College and IASCO work together closely, to insure that the Gulf cadets' training covers the necessary subjects in the proper depth. Successful graduation from the Civil Aviation College completes the first phase of the cadets' aviation training programme.

Upon arrival at the IASCO Flight Training facilities in Napa, California the cadets spend the first week getting comfortable with their new surroundings. This includes getting settled in at the IASCO housing and dining complex, and a local bus tour of the surrounding countryside.

Orientation and company indoctrination takes up the most part of the cadets' first two weeks at the training centre. After this period cadets formally begin both their ground and flight training activities which will last approximately twelve months. At graduation the cadets will have taken four FAA flight tests and be certificated as Commericial Pilots with multi-engine and intrument ratings. They will have accumulated approximately 265 hours of flight training, and 600 hours of ground training.

IASCO's primary objection is to train safe and professional flight crew personnel for Gulf Air. All during their training the cadets are being evaluated and graded on their performance. Each cadet must perform to an airline standard in both ground and flight training activities. The minimum percentile score for indicating airline pilot potential and warranting continuation in the training program is 80 percent. Both quantitative and subjective evaluation techniques are employed by the instructor staff. During the course of the cadets' flight training more and more of the responsibility for accepting and making in-flight decisions is transferred from the instructor to the cadet. Academics, piloting proficiency, and the ability to function safely under stress are all important factors which are carefully scrutinized during the training process. It is a demanding programme, and one which requires a strong character, self-initiative, and a high degree of intellectual aptitude to succeed. Graduation from the IASCO Flight Training Programme completes the second phrase of the cadets' aviation training programme.

The final phase of training is coordinated and conducted by the Gulf Air Training and Flight Operations departments. After IASCO graduation the cadets will return to Bahrain for Company indoctrination and Boeing 737 ground school training activities. Aircraft and company school training will last approximately four months. During this time the cadets are considered second Officers in Training. Upon successful completion of their ground school activities Gulf's new second Officers will travel to Gatwick, south of London for their introduction to the B737 cockpit procedures trainer and simulator. From this point on they will be trained in a crew environment, learning how to function as a team with other flight crew members. Captain Moosa Mohamoud is the Gulf Air Deputy Senior Training Captain for the B737 and it is his responsibility to oversee the cadets' performance and progress from this point on. Again, the cadets are required to perform to airlines standards to remain in the Gulf Training Programme.

Simulator training lasts approximately two months, after which the cadets are required to pass a simulator flight check before returning to Bahrain to commence their formal line training as second Officer observers on Gulf Air's Arabian Gulf routes. Each second Officer is under close supervision by both the Training and Operations departments during their initial base training. Prior to taking the right-hand seat in the B-737 as a qualified second Officer the cadet must take one more flight check, in the aircraft itself. It should also be noted that all airline flight crew members must take similar checks every six months, in addition to undergoing continious recurrent training to maintain their required qualifications to function as Gulf Air flight crew members. When their flight time reaches 1000 hours they are designated First Officers.

It is a very long and arduous journey from the initial pilot selection process to taking the right seat as a qualified Gulf National First Officer. But, if you happen to have the opportunity to ask the gentlemen sitting up front in the right seat whether it was all worth it, I am sure that he will tell you with a smile, "Na' am!"

THE WEDDING TAKES THE PRIZE

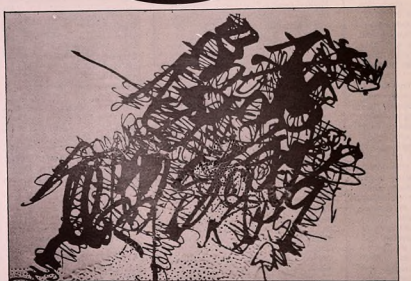
Bahraini artist who painted a bride on her "Wedding Eve" has won the top prize in the company's art competition for the airline's 1984 calendar.

Mr Abbas Al Mosawi's presentation of a young Arab girl with her girlfriends helping her to apply the traditional henna the night before the wedding, was judged the best from a selection of some 50 entries from Bahrain, Qatar, UAE and Oman.

Mr. Al Mosawi wins two return tickets to anywhere on Gulf Air's network.

The second prize of a return ticket to London was won by Qatari artist Mr. Yousif Ahmed Al Kour who submitted a striking picture, in Arabic calligraphy, of a "Horse Rider".

Mr. Anwar Khamis Sonia from Muscat, whose painting entitled "Bags Vendor", showing a woman selling cloth bags along the beach, wins the third prize of a return ticket to Athens.



The judges also chose nine other paintings to be included in the calendar. Five were from Bahrain, two from UAE and one each from Muscat and Doha.

The paintings from Bahrain merited for the calendar were Mr. Sayed Radi's "Market Place"; Mr. Ishaq Al Koheeji's "Bahraini Architecture"; Mr. Abdullah Yousif's "Childhood Song"; Miss Sabah Al Mosawi's "Preparing Harees"; and Mr. Yousif Al Koheeji's "Neighbourhood".

The two from UAE, "Boat Repair" and "Hairdresser" both were from artist, Mr. Mohammad Yousif Mendi. Muscat's entry "Khanjar Maker" was by Miss Yasmin Mohameed Salah and Doha's "Boat Race" was submitted by Mr. Jassim Zaini.

The judges were Mr. Abdul Rahim Sharif from Bahrain Ministry of Information, Mr. Khalid Yousif Al Sharif from Qatar Ministry of Information and Mr. Ahmed Al Mahfooth, the First Secretary at the Omani Embassy in Bahrain. The UAE ministry expressed regret in not being able to send a representative.

Also present during the judging, which took place at the end of May in the Board Room of Gulf Tower in Bahrain, were Chief Executive, Mr. Ali Ibrahim Al Malki, Public Relations Manager, Abdulla Abdul Karim, Advertising Manager, Mr. Mike Simon and Advertising Superintendent, Mr. Abdulla Shafi.

Selecting the winning entries was no easy task for the judges as they studied and pondered over all the paintings for more than an hour before making their final unanimous decision.

There was no doubt that nearly all the entries received were of high quality work making it extremely difficult for the judges to pick the winners.

The judges also praised Gulf Air for organising the competition, the first of its kind, thus giving Arab artists a chance to expose their works internationally.

The response to this competition has been so overwhelming that the company is planning to hold a similar contest next year, probably in photography.

All set to fly .. . the girls who got their wings on June 15

MORE GIRLS TAKE TO THE SKY

Gulf Air's expanding fleet plus more flights means the need for more staff up in the air. To cope with this growing demand, particularly in summer, the company began training a new batch of flight stewardesses. Already 27 girls have received their wings. The first batch of 10 girls received theirs on June 15. They are:

Jyosna Hingorani, Vandana Hingorani, Karen Melan, Ferozi Narialwal, Anita Kulkani, Shalini Cuoutinho, Gale Quinn, Carol Mandez, Michelle D'Souza and Lorainne Gomes.

The next batch to receive their wings on June 19 were Moona Arafa, Amal Mohammed, Suzanne Abdel Maksud, Tiseer Fahim and Maha Zaki.

And the girls who were awarded their wings on June 26 were: Vanessa Bryant, Patricia Byron, Andrea Carter, Josephine Collyer, Carolyn Dooley, Diana King, Nuala McDaid, Karen Marsden, Morag Shearer, Caron Wood, Judith Seeley and Jane Pawsey.

These girls took to air on June 19.

Cutting the cake ... in celebration of their graduation on June

APPOINTMENTS ..... PROMOTIONS .....

●Ahmed Abdul Ghani ●

●Ali Al Jassim ●

Beginning May 1, 1983, the Technical and Operations Department has been reorganised into two separate departments - the Technical Services Departments and Operations Department.

The Technical Services Dept. will now be headed by Mr. Mohd Al Maskary who has been promoted to General Manager Technical.

He will be assisted by Mr. Ahmed Mohd Ismail Abdul Ghani who has been promoted to Deputy General Manager Technical.

In the Operations DepartmenT, Capt. Abdul Rehman Al Gaoud has been promoted to Deputy General Manager Operations.

Capt. Peter Bruce-Souster has been appointed Advisor to Operations Dept.

Other promotions include:

Mr. Hamad Abdul Rehman Al Medfa to Deputy General Manager Commercial;

Mr. Ali Mohd Salman Al Jasim to Deputy General Manager Administration Affars;

Mr. Majeed Sharif to Communications Manager;

Mr. Jock K. Boehm to Reservations Manager; and Mr. Gary Ross to Planning & production Control MANAGER.

Gulf Air has also appointed Mr. Adel Al Safar as Acting Manager, Management Services, with effect from May 1, 1983. Mr. Al Safar, who was previously the Data Processing Manager, will now be in charge of the Management Services Department.

Joining the Materials Department is Mr. A.W. Colbridge who has been appointed Supplies Controller Technical.

●Adel Al Safar ●

●Hamad Al Medfa ●

HAPPY RETIREMENT!

It was a happy retirement party for Captain John Severn when he said farewell to Gulf Air recently after nearly 18 years with the airline.

And as friends and colleagues gathered together on his 60th birthday recently to wish him "Happy Retirement" and many more happy years ahead, it was only natural for Capt. Severn to look back in reminiscence of his early days with the airline.

"I remember Gulf Air then as a small airline operating Heron aircraft. Today it has grown into an enormous international airline of high repute and I am proud to be part of that growth," said the Captain.

Describing his years with Gulf Air as "very happy ones", Capt. Severn said he was particularly impressed when Gulf nationals were introduced for training as pilots.

As a senior training captain in his later years with the airline, he was especially proud to see many of his students finally at the helm of big planes.

"It is rewarding to see at the end of your work, pilots fully trained to fly Tristars," said Captain Severn who joined Gulf Air after serving 24 years in Royal Air Force. Among his first few students was Captain Abdul Rahman Al Gaoud who became the first national captain for Gulf Air.

Now, after 42 years of flying, Captain Severn has decided to spend his retirment days in Queensland, Australia with his attractive wife, Thora, and pursue his one other passion — woodworking. But Captain Severn's name will continue to fly high in Gulf Air. His son, John Lyle Severn, followed father's footsteps and is now a Tristar commander with our airline.

AN UPLIFT THAT CAN BE BACK-BREAKING

Manual Lifting and Handling of Materials —

Lifting is the leading cause of most of the industrial accidents, specially for people whose nature of duty requires them to lift and handle material. For example, staff from cabin crew or cargo, Stores and staff from shipping. The following are some of the injuries caused due to lifting.

1. Hernia 2. Torn back muscles 3. Slipped disc 4. Injuries and cuts to hands and feet. Nearly all lifting injuries are caused by staff because of the following:-

1. They do not appreciate the nature of the human body. 2. They do not appreciate the nature of the material being handled. 3. They do not use the right and safe method of lifting. 4. They do not use the right protective equipment. 5. Carelessness.

The following is a brief discription of the above causes:-

1 - The Human BOdy:
The human body is like a machine- if it is used properly, it will give good results. For example, if you want to hold a pen, it is necessary to use most of your fingers and not one finger.
Lifting would require us to use the strong muscles of our legs and avoid putting any strain on the weak part of our body which is our spine. Bending to pick some thing up is unsafe, because the interior surface of the vertebrae tend to be compressed in towards each other while the outside surface tend to open up; and in this position a jerk can easily compress or shoot one of the discs out of position. This will cause the person to straighten up immediately, thus causing the injury.
To lift safely, always keep your back straight and bend your legs.

BY
HAMEED MAROOF,
Ground Safety Superintendent.

2 - The Legs :
To lift an object, you have to crouch, ensuring your back is straight and grip the object firmly. Straighten your legs keeping your back straight.

3 - The Feet:-
The closer the feet are to each other the better. When the legs are splayed, the stomach is wide open. If the weight being lifted were to slip slightly, the shock might easily cause a hernia, which means that an internal organ is jerked through a weak place in the muscles of the abdomenal wall. The closer the feet are together, the better it is to avoid such an injury. To put the feet completely together would make the lifting very difficult with the possibility of overbalancing. Therefore the feet should be kept apart wide enough in the right position, which means one foot behind the object to be lifted, while the other foot will be alongside the object pointing in the direction in which it is intended to move when the lift is made. The grip should be with as much of the whole hand as possible and the thumb should put pressure on the side of the object.

4 - The Chin :-
The chin should be tucked well in order to keep the back in the correct position.

5 - The Arms :-
They should be kept well into the body.

6 - Protective Equipment: -
Gloves should be worn whenever necessary on manual lifting operations, but they should not be worn in the close vicinity of moving machinery. Safety shoes should be worn when lifting because they will prevent foot injuries if the object should slip and fall during lifting.

The following rules should be practised for lifting.:
1 - Make sure your back is straight.
2 - Bend the knees and crouch to the object and get a good grip, using the whole hand.
3 - Position your feet correctly — one foot behind and the other alongside the object pointing in the direction you are moving.
4 - Tuck the chin, then stand up or straighten the leg raising the object.
5 - Use personal protective equipment.
6 - If it is possible to use a lifting machine, then it is better to do so.
Finally always remember to lift with your back straight, and legs bent. Make it one of your everyday habits.

Winners' Party

Although our first "Sports Day" is long past gone, the prize winners were not forgotten. In a special prize-giving party held at the Muharraq Club, Mr Hassan Juma, GM (Financial Affairs), gave away the prizes. Picture shows one of the winner receiving his trophy from Mr. Juma while club committee member, Rashid Al Naham (centre) and DGMA Ali Jassim look on.

GULF AIR FLIES IN CRICKETEERS

Gulf Air recently sponsored the Middle East Economic Digest (M.E.E.D.) amateur cricket team who flew from London to Dubai to play a series of matches against local teams.

The event was arranged by M.E.E.D.'s publisher, Mr. Jonathon Wallace, to celebrate the opening of M.E.E.D.'s new office in Dubai. The matches were played at the Bukhatir cricket ground in Sharjah.

Picture shows the team on their departure at Heathrow where they were assisted by Gulf Air's ground receptionists Jo Wade and Angela Kumari.

AL-KASSIMI SCORES A FIRST

IN INTERNATIONAL CONFERENCE

A Gulf Air Engineer became one of the first Gulf nationals to participate in an international conference on corrosion control when he was invited to deliver a speech at the third annual Corrosion Control Conference held on the island recently.

Mr. Mohamed Al-Kassimi, Acting Engineering Superintendent, was also the only speaker among 42 others to speak on aircraft corrosion control.

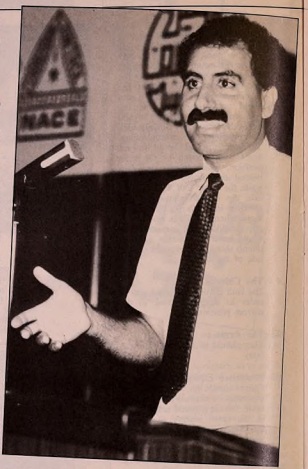
"I was surprised when asked to speak at the conference but am proud not only to be able to represent Gulf Air at such a prestigious event but also to be the first to speak on this subject," said Mr Al Kassimi who holds a Masters Degree in Corrosion Science.

Mr Al Kassimi, who joined Gulf Air in 1974, spent the next five years in UK studying aircraft engineering, under the sponsorship of the airline and subsequently specialised in aircraft corrosion control.

In his paper at the conference, Mr. Al Kassimi spoke on Aircraft Fuel Tank Microbial Corrosion wherein he discussed origins of the problem in the aviation industries and its contamination process He also presented preventive and precautionary measures to be undertaken to control contamination and corrosion. Mr Al Kassimi, however, proudly assured the delegates that Gulf Air fleet was free of corrosion problems due to the high standard of control maintained by its team of engineers.

And backing Mr Al Kassimi's assurance was Mr Edmund Chen, a representative from Aramco who were co-organisers of the conference.

Mr Chen told the delegates that Gulf Air was one of the safest airlines to travel by the region because of the airline's tight safety measures which extended to control of corrosion and contamination.

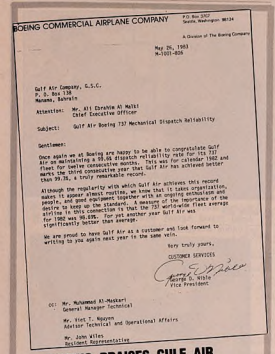


Arab carriers meet with British Tourist Authority

Gulf Air's Regional Manager UKI Mr. Sami Nasser was among managers of leading Arab airlines who met recently with British Tourist Authority Chairman, Sir Henry Marking, to discuss ways of improving London's welcome arrangements for Arabic speaking visitors and the possible use of Terminal 4.

Picture here, from left to right, are:

Davis Barrow, BTA: Farouk Zouk, Royal Air Maroc; Sami Nasser, Gulf Air; Nezar Sonbol, Saudia; Wael Abed, Syrian Arab Airlines; Sir Henry Marking, BTA chairman; Talat Ramzi, Alia Royal Jordanian Airlines; Fernand Saada, MEA; and Abdel Fouad, Sudan Airways.



BOEING COMMERCIAL AIRPLANE COMPANY
P.O. Box 3707
Seattle, Washington 98124
A Division of The Boeing Company

May 26, 1983
M-7201-836

Gulf Air Company, G.S.C.
P. O. Box 138
Manama, Bahrain

Attention: Mr. Ali Ebrahim Al Malki
Chief Executive Officer

Subject: Gulf Air Boeing 737 Mechanical Dispatch Reliability

Gentlemen:

Once again we at Boeing are happy to be able to congratulate Gulf Air on maintaining a 99.6% dispatch reliability rate for your 737 fleet for the twelve consecutive months. This was for calendar 1982 and marks the second consecutive year that Gulf Air has achieved better than 99.3%, a truly remarkable record.

Although the regularity with which Gulf Air achieves this record makes it appear almost routine, we know that it takes organization, people, and good equipment together with an ongoing enthusiasm and desire to keep up the standard. In stressing the importance of this achievement to you, Mr. Nible said that the 737 world-wide fleet average airline is 10% below Gulf Air's. Further, your 737 fleet average for 1982 was 98.69%. For yet another year Gulf Air was significantly better than average.

We are proud to have Gulf Air as a customer and look forward to writing to you again next year in the same vein.

Very truly yours,

George E. Nible
Vice President

CUSTOMER SERVICES

cc: Mr. Muhammad Al-Mashari
General Manager Technical

Mr. Piet T. Nygren
Advisor Technical and Operational Affairs

Mr. John Wiles
Boeing Representative

BOEING PRAISES GULF AIR

Gulf Air has once again received praise from Boeing Company for achieving an above average dispatch reliability rate of 99.6 % for its 737 fleet in 1982.

This is the third consecutive year that the airline has achieved such a feat which Boeing described as "a truly remarkable record."

In a letter of commendation, addressed to GF Chief Executive, Mr Ali Ebrahim Al Malki, Boeing's Vice President Mr George D. Nible said:

"Although the regularity with which Gulf Air achieves this record makes it appear almost routine, we know that it takes organisation, people, and good equipment together with an ongoing enthusiasm and desire to keep up the standard."

In stressing the importance of this achievement for the airline, Mr. Nible said the 737 world-wide fleet average for 1982 was 98.69%. "For yet another year Gulf Air was significantly better than average."

"We are proud to have Gulf Air as a customer and look forward to writing to you again next year in the same vein," he added.

NEWS IN BRIEF:

Back to Beirut

Pan American World Airways has resumed service to Beirut after a seven-year absence. The three-times-weekly operation to the Lebanese capital is the only scheduled flight between United States and Beirut by a U.S. carrier.

New Airport

Work has started for the building of a new airport in Cairo. Expected to be ready by next year, the new airport is situated close to the existing one. Being built at a cost of Egyptian Pounds 138 million, the aiport will be capable of serving 12 aircrafts simultaneously.

IATA Traffic Results

IATA members last year flew a total of 132 million passengers on their scheduled international services — a slightly lower traffic volume than in 1981. The number of their domestic passengers remained unchanged at 255 million.

Simulator for SIA

Singapore Airline s has awarded a £5 million contract to Rediffusion Simulation of UK for the manufacture and supply of a Boeing 747-300 series simulator, for use at SIA's training centre in Paya Lebar. The new simulator, a highly sopisticated model, will join the existing Boeing 727, 747-200 and Airbus 300 simulators at the training centre and should be in operation by the end of 1984.

SAUDI Revenue

Saudia revenue in 1981 totalled £1.1 billion, the latest annual report of the national carrier of Saudi Arabia shows. The report said Saudia carried 9.4 million passengers and took delivery of nine new Boeing aircraft that year. Expansion plans for 1983-84 include purchase of 17 TriStars and 11 A300, as well as an increase in the number of domestic flights.

KA Looks Ahead

Kuwait Airways Chairman Ahmad Al Mishari predicted a modest $2.4 million profit in 1983-84. The airline has opened four major development projects: A $41-million hangar capable of holding 747s; crew training centre; aircraft engine maintenance work- shop; and catering subsidiary. It is also studying the possibility of starting a helicopter service for government departments.

21-flights takes off with quiz winners

The company's weekly 21 flights between the Gulf and London took off to a flying start following a series of promotions held throughout the Gulf and UK.

Travel agents and top businessmen from these regions were hosted to receptions and cocktail parties by Gulf Air and biefed on the new summer schedules. A special quiz was aslo held for the travel agents and winners received return tickets between the Gulf and London and vice versa.

Bahrain winner, Mr. Tariq Sardar Al Mohammed of Amal Travel Agency receives his return tickets to London fromDSM Manama, Aqeel Shaheen.

The London winner of the quiz — price two free tickets London/Bahrain/London — three nights hotel accommodation at the Gulf Hotel Bahrain — was Mrs J Brookes of Small World Travel, pictured here receiving her prize from Sami Nasser (far right) Gulf Air's Regional Manager UK , Ireland, Sales Manager Bahrain, Moh'd Saleh Fakhri and Reservations Supervisor, Carole Humphries are assisting.

Pictured here is the winner from Brimingham, Mrs Kay Massey (2nd left) receiving her prize of two tickets London/Bahrain/London plus three nights accommodation at the Gulf Hotel in Bahrain. Tony Braznell, Gulf Air's DSM Midlands is congratulating her on winning.

The Manchester winner, Mr. Ken Grundy (centre), of American Express, Liverpool, receives his winning ticket from DSM Manchester, Mr. J.F. Hack- ett. Looking on is GF staff Marcella Small.

Our airline, in conjunction with Intercontinental Hotels, flew a group of travel agents from the Gulf States to London to mark the introduction of the increase in flights on the London/Gulf/London route. Here they are on arrival at Heathrow where GF Sales Representative, Patrick Collins (2nd left) and GF Ground Receptionist, Teresa Hill were on hand to welcomethem.

٧٥٧ اكثر الطائرات هدوءا فى التحليق

حققت طائرة بوينج ٧٥٧ التابعة لشركة الخطوط الجوية البريطانية رقما قياسيا جديدا عندما اقلعت مؤخرا للمرة الاولى من مطار مانشيستر الدولى فى انجلترا .

فقد حققت الطائرة اهدأ اقلاع تسجله اى طائرة من طائرات الخطوط البريطانية اثناء اقلاعها من المطار . حيث اخفقت معدات المراقبة الرسمية للطائرات الموجودة حول المطار فى تسجيل اى ضوضاء .

وجدير بالذكر ان الطائرة بوينج ٧٥٧ التى تشتهر بالفعل بانها اكثر الطائرات المتاحة كفاءة فى استهلاك الوقود ، قد حققت هذا الرقم القياسى فى هدوء الاقلاع وهى بكامل حمولتها الكلية .

مكتب تجارى لشركة مكدونال دوجلاس

○ تم مؤخرا افتتاح مكتب تجارى لمؤسسة مكدونال دوجلاس لصناعة الطائرات فى بيروت ليغطى منطقة الشرق الاوسط وافريقيا ، وسوف يتولى ادارة المكتب السيد صولدو المدير الاقليمى للتسويق .

وتعتبر الطائرة مكدونيل دوجلاس د ـ س ـ ٩ سوبر ٨٠ هى احدث التطورات فى عالم النقلات التقنية ذات المحركين .

طائرات جديدة للسعودية

○ تسلمت الخطوط الجوية السعودية مؤخرا ٦ طائرات بوينج ٧٤٧ من بين عشر طائرات اوصت على شرائها منذ عام ١٩٨١ . كما تسلمت الخطوط الجوية السعودية طائرات من نوع ترايستار وعددها ١٧ طائرة .

الشحنات الثالث لطائرات البوينج ٧٥٧

اكملت الطائرة بوينج ٧٥٧ فى شهر مايو الماضى ثلاثة اشهر من الخدمة بجدارة فى كفاءة استهلاكها للوقود . وقد بلغت ساعات طيران اسطول طائرات البوينج ٧٥٧ المكون من تسع طائرات ٢١٩٠ ساعة قامت خلالها بحوالى ١٣٣١ رحلة تجارية وذلك منذ بدء استخدامها فى شهر يناير الماضى .

خط جديد من الكويت الى الجزائر

اضافت الخطوط الجوية الكويتية ابتداء من شهر يونيو الماضى خطا جديدا الى خريطة المؤسسة وهو افتتاح خط الجزائر .

□ تحت رعاية السيد : حسن جمعة مدير عام الشئون المالية اقامت اللجنة الرياضية للنادى حفل توزيع الجوائز على الفرق الفائزة فى مسابقات اليوم الرياضى وذلك فى نادى استا بالمحرق كما حضرها مدراء الدوائر المشاركة فى اليوم الرياضى وحكام الاتحاد البحرينى الذين اداروا جميع المباريات فى كرة القدم والسلة واللاعبين المشاركين فى نجاح اليوم الرياضى وفرقة الفنون الشعبية التى احيت الحفلة . وقد القى السيد على الجاسم نائب مدير عام الشئون الادارية ورئيس النادى كلمة شكر فيها جميع الحاضرين وكل من ساهم فى ذلك اليوم الرياضى كما هنأ الفرق الفائزة بالبطولة . ثم تحدث عن مستقبل النادى الذى سيكون فى منطقة سترة حيث سيحتوى على عدة ملاعب رياضية لجميع الالعاب وبركة سباحة ومكان لتخفيف الوزن (سونا) وصالة عرض ومطعم ونادى بحرى . وذلك لقربه من البحر حيث يمكن مزاولة الانشطة البحرية لهواة البحر .

ثم تفضل السيد/ حسن جمعة مدير عام الشئون المالية بتوزيع الجوائز على الفرق الفائزة .

□ اجريت سداسيات البا لشركات البحرين الصناعية فى كرة القدم وقد حقق فريق طيران الخليج المركز الثانى بعد ان كاد يخطف كاس البطولة من فريق شركة البحرين السلكية واللاسلكية حيث تقابل الفريقان فى نهائى البطولة وانتهت المباراة بالتعادل السلبى وقد لعب الحظ والعارضة دورا كبيرا فى عدم دخول الكرة مرمى فريق شركة البحرين السلكية واللاسلكية وقد حسمت نتيجة المباراة بضربات الجزاء التى اخفق لاعبونا فى تادیتها وقد اشترك فى هذه المسابقة ١٢ شركة بحرينية واجنبية .

اما فى الدورى العام لنفس البطولة فقد حقق فريق الشركة المركز الرابع وكان بالامكان تحقيق المركز الاول لولا ضعف حراسة المرمى وعدم اشتراك بعض اللاعبين الاساسيين فى معظم المباريات مما سبب تقهقر الفريق فى النصف الاول من الدورى .

لذا نتمنى تجاوب اللاعبين ومساندة الادارة للفريق فى مباريات الكاس التى ستبدا فى السابع عشر من يوليو حيث يلتقى طيران الخليج ضد شركة البحرين السلكية واللاسلكية وذلك على ملعب قلالى بالمحرق .

■ حقق فريق نادى الشركة للنساء المركز الاول فى سباق الزوارق البحرية الذى اقيم فى مدينة الدوحة على شاطىء الكورة حيث بدا السباق فى العاشرة صباحا حتى الرابعة والنصف مساء وقد اشترك فى ذلك اكثر من ٦٠ متسابق ومتسابقة وقد تسلمت الجائزة السيدة جون موری المدربة فى مدرسة التدريب بالشركة والجائزة عبارة عن موديل لطائرة الكونكورد . كما قدمت لهم الشركة بعض الهدايا التذكارية تكريما لفوزهم بالبطولة والجدير بالذكر ان جوائز المسابقة قدمتها طيران الخليج والخطوط الجوية البريطانية .

اصابات رفع ومناولة المواد وكيفية تفاديها

اعداد
عبدالحميد عمر معروف
مراقب السلامة الارضية

الرفع ومناولة المواد

تعتبر عملية الرفع من اكبر اسباب الحوادث وخاصة بالنسبة للاشخاص الذين تتطلب اعمالهم الرفع كطاقم كبينة الطائرة او عمال الشحن . ومن حوادث الرفع ما يلى :

١ ـ الفتاق .
٢ ـ تمزق فى الغشية الظهر
٣ ـ الانزلاق الغضروفى للعمود الفقرى .
٤ ـ الاصابات بالنسبة للايدى والارجل .

وعادة يكون الشخص المصاب هو السبب فى اكثر الحوادث الناتجة عن الرفع او مناولة المواد وذلك للاسباب التالية :

١ ـ سوء تقدير او عدم المعرفة بطبيعة هيكل الجسم البشرى .
٢ ـ سوء التقدير لطبيعة المواد المراد رفعها .
٣ ـ عدم استعمال الطريقة الصحيحة للرفع .
٤ ـ عدم استعمال الملابس الواقية .
٥ ـ الاهمال .

وفيما يلى شرح موجز للاسباب المذكورة اعلاه وكيفية تفاديها .

١ ـ طبيعة تكوين الجسم البشرى :

ان تكوين الجسم البشرى اشبه ما يكون بالآلة فعند استعمال الآلة بالطريقة الصحيحة يكون انتاجها اكثر واجود وكذلك بالنسبة للجسم البشرى فعندما يريد احدنا الامساك بالقلم فانه يستعمل جميع اصابع يده وليس اصبع واحد وهى الطريقة السليمة وهذا ما تتطلبه عملية الرفع ايضا وهى استغلال عضلات الجسم القوية كعضلات الرجلين والابتعاد عن الجزء الضعيف وهو العمود الفقرى حيث ان عملية الانحناء عند الرفع تجعل فقرات العمود الفقرى الداخلية تضغط على بعضها البعض بينما تنفتح من الجهة الخارجية واقل ضغط نتيجة لحمل جسم ثقيل من الممكن ان يجعل احد الفقرات تنزلق من مكانها مسببة الام شديدة ، هذا الالم يجعل الشخص يعتدل بسرعة وبالتالى انزلاق احد الغضاريف . لذا يجب الاعتياد على عدم الانحناء مطلقا عند الرفع وابقاء عمودك الفقرى مستقيما .

« عادة ما يكون الشخص المصاب هو أحد الاسباب فى أكثر الحوادث الناتجة من رفع أو مناولة المواد »

٢ ـ عضلات الساقين والفخذ :

عند الرفع يجب الجلوس بوضع القرفصاء والتأكيد من ان العمود الفقرى فى وضع مستقيم والامساك جيدا بالجسم المراد رفعه . ومن ثم الوقوف بواسطة الرجلين مع ابقاء الظهر مستقيما .

٣ ـ القدمين :

كلما كان القدمين ملتصقين اكثر كلما كان اسهل واسلم فتح القدمين او ابعادهما عن البعض يجعل عضلات البطن تنفتح واى صدمة خفيفة قد تسبب فى اصابة الفرد بالفتق وهو ما يعنى انزلاق او خروج بعض الاجزاء الداخلية من خلال اغشية البطن الضعيفة الى الخارج او داخل الخصيتين ولكن هذا لا يعنى جعل القدمين ملتصقتين تماما لان الوضع الصحيح هو جعل احد القدمين مستقيما والاخر بجانب الجسم المراد رفعه ومائلا قليلا نحو الجهة المراد التوجه اليها . ومن ثم الامساك بالجسم بكلتا اليدين امساكا جيدا واضعا فى الاعتبار ان راحة اليد والاصابع وان الابهام يضغط عند الجوانب وعند الدوران يجب ان يلف الجسم كله مع ابقاء الظهر مستقيما .

٤ ـ الذقن :

يجب ان تكون الرقبة مستقيمة والذقن متجها الى الامام حيث ان هذا الوضع يعنى ان العمود الفقرى مستقيم وليس به اى انحناء لان انزال الرقبة الى الاسفل يحنى الظهر .

٥ ـ الذراعين :

يجب ابقاءهما لاصقين بقدر الامكان بالجسم واستعمال الساعدين للرفع مع استغلال الوزن الطبيعى للجسم كعامل مساعد واتزان لعملية الرفع .

٦ ـ الملابس الواقية :

عند اجراء عملية الرفع يجب لبس قفازات السلامة لانها تحمى اليدين من الاجزاء الحادة التى توجد عادة فى الاحمال بالاضافة الى حذاء السلامة الذى يحتوى على جزء حديدى يحمى اصابع القدمين عند وقوع اى جسم غريب على القدمين . والاحصائيات اثبتت وجود العديد من اصابات القدمين . لذا يجب لبس القفاز والحذاء قبل عملية الرفع .

مما سبق يجب اتباع الخطوات التالية فى عملية الرفع :

١ ـ ابقاء ظهرك مستقيما .
٢ ـ احنى الرجلين مع التركيز على عضلات الفخذين وامسك بالجسم المراد رفعه بصورة محكمة .
٣ ـ ابعد بين قدميك قليلا بحيث يكون احدهما خلف الاخر ومتجهة الى الجهة المرادة .
٤ ـ ابقى ذقنك مستقيما وكذلك رقبتك ومن ثم قم واقفا حاملا للجسم المراد رفعه مع ابقاء ظهرك مستقيما .
٥ ـ استعمل ادوات السلامة المناسبة .
٦ ـ اذا كان بالامكان استعمال الة ميكانيكية فمن الافضل استعمالها .

ثانى طيار خليجى يقود الترايستار

انهى الطيار محمد الفاضى فى الثامن من شهر يونيو ١٩٨٣ الفترة التدريبية المقررة لتاهيله لقيادة طائرة الترايستار برتبة طيار ليصبح بذلك ثانى طيار على اسطول الشركة يقود هذا النوع من الطائرات .

بمناسبة مرور عام على افتتاح مركز مبيعات سيفوى جدة بالمملكة العربية السعودية والذى يعتبر من اشهر المراكز فى العالم .

قدمت شركة طيران الخليج تذكرة سفر للفائز بالجائزة الاولى فى المسابقة التى اجراها المركز للمواطنين وهو عن تاريخ افتتاح المركز .

ويرى فى الصورة السيد عبد الرحمن السيد مدير طيران الخليج فى جدة مع الطفل حمد عبد الرحمن العطية الذى قام بسحب جائزة الفائز .

تخريج دفعة جديدة من المضيفات

حصلت مؤخرا مجموعة من المضيفات على شهادات التخرج للدورة الاساسية رقم ٥٤ والتى اشتملت على التدريبات العملية والنظرية فى اصول الضيافة باشراف مدرسة تدريب المضيفين والمضيفات .. والمتخرجات هم الآنسات :

فينسا برانيت ، بتريسيا بيرن ، اندرا كارتر ، جورزفين كوليه ، كارولين دولى ، ديانا كنج ، نـوالا مكديد ، كرين مرسيدين مـوراق شيرير ، كرون وود ، كـديث سيلى ، جين بوامى .

ترقيات وتعيينات جديدة

● محمد المسكري ●

● علي الجاسم ●

.. بناء على قرار مجلس الادارة في اجتماعه الرابع عشر الذي عقد في مسقط في شهر ابريل الماضي . تمت ترقية كل من السادة :

● السيد محمد المسكري نائب المدير العام للخدمات الفنية الى وظيفة المدير العام للخدمات الفنية .

● السيد احمد محمد العبد الغني المدير الفني الى وظيفة نائب المدير العام للخدمات الفنية .

● القبطان عبد الرحمن القعود نائب مدير العمليات الى وظيفة نائب المدير العام للعمليات .

● السيد حمد عبد الرحمن الدفع مدير التخطيط الجماعي الى وظيفة نائب المدير العام التجاري .

● السيد علي محمد سلمان الجاسم مدير الخدمات الفنية الى وظيفة نائب المدير العام للشئون الادارية .

كما تم اعادة تنظيم دائرة الخدمات الفنية والعمليات وجعلها دائرتين منفصلتين .

● حمد الدفع ●

● عبد الرحمن القعود ●

● احمد عبد الغني ●

● عادل ال صفر ●

● عزيز نور ●

● جاري رويس ●

● مجيد شريف ●

● اصدر السيد علي ابراهيم المالكي الرئيس التنفيذي لشركة طيران الخليج امرا تنفيذيا بناء على موافقة اللجنة التنفيذية بشرقية كل من السادة .

١ ـ السيد مجيد شريف ـ مديرا للاتصالات

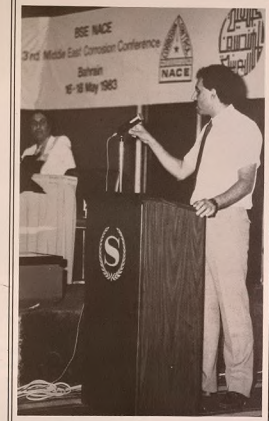
٢ ـ السيد عزيز نـور ـ مديرا للجداول

٣ ـ السيد جوك بـويهم ـ مديرا للحجز

٤ ـ السيد جـاري رويس ـ مـديرا للتخـطيط والانتـاج الهندسي .

وذلك اعتبـارا من شهـر أبريل الماضي .

● كما تمت ترقية السيد عادل ال صفـر الى منصب مـدير الخـدمات الادارية بالنيابة اعتبارا من أول شهر مـايو الماضي .



خلو طائرات الشركة من التاكل

حضر مؤخرا السيد محمد ابراهيم القاسمي مساعد مراقب التطوير بدائرة الخدمات الفنية ممثلا عن الشركة المؤتمر الدولي الثالث لضبط عملية تاكل المعادن في الطائرات الذي عقد في فندق شيراتون - البحرين .

وقد القى كلمة في هذا المؤتمر ضمن ٤٢ محاضرا تحدثوا عن كيفية مراقبة وضبط التاكل . واعرب عن فخره واعتزازه لتمثيل الشركة في هذا المؤتمر . كما بين خلو طائرات الشركة من مشكلة التاكل في مخازن وقود الطائرات والتحكم في ضبط عملية الصدأ في اقسام الطائرة وذلك بفضل جهود القائمين على صيانة الطائرات .

وجدير بالذكر ان السيد القاسمي التحق بالشركة عام ١٩٧٤ وابتعث للتدريب على هندسة الطيران في المملكة المتحدة .

دورة في الكمبيوتر لمتدربي الادارة العامة

انهى مؤخرا متدربوا ادارة الاعمال التجارية بمركز التدريب التابع للشركة دورة في كيفية تشغيل ومعالجة نظام المعلومات في الكمبيوتر .

استغرقت اسبوعا تحت اشراف السيد ديفيد هول مسئول تدريب معالجة المعلومات في مركز التدريب .

حفلة توديع للكابتن سيفرن

اقيم مؤخرا بفندق الخليج - البحرين حفل توديع للكابتن جون سيفرن الذي امضى ثمانية عشرة عاما من العمل المتواصل لدى الشركة وعاصر الكثير من التغيرات الهامة فيها .

حضر الحفل عدد من زملائه في العمل . وقد اعرب عن فخره واعتزازه للانجازات الهامة التي احرزتها الشركة في السنوات الاخيرة وتمنى للجميع مزيدا من التقدم .

رسالة شكر لموظفي شركة طيران الخليج

تسلمت شركة طيران الخليج رسالة شكر من السيد محمد يوسف جلال رئيس غرفة التجارة والصناعة - البحرين على تبرع موظفي الشركة بمبلغ ١٢٥٧٤ دينارا بحرينيا للاخوة الذين تعرضوا للزلزال في الجمهورية العربية اليمنية خلال عام ١٩٨٢ ويأتي هذا التبرع استجابة من قبل موظفي الشركة للنداء الذي وجهه سمو الشيخ حمد بن عيسى آل خليفة ولي العهد ووزير الدفاع لمساعدة الاخوة ضحايا الزلزال باليمن الشقيق .

دورة في مجال الحجز الآلي

نظم مكتب الشركة بمسقط دورة تدريبية في مجال الحجز الآلي لتذاكر السفر استغرقت اسبوعا لموظفي ثلاثة من وكالات السفر في مسقط . وقد قام مدير طيران الخليج بمسقط السيد علي عبدالخالق بتوزيع الشهادات على الملتحقين بالدورة .

□ جانب من موظفي وكالات السفر في البحرين مع السيد عقيل شاهين مدير المبيعات الاقليمي في البحرين ، الثالث من اليمين ، يمسكون بشهادات التخرج بعد اكمالهم دورات في شئون السفريات اعدتها لهم شركة طيران الخليج .

■ السيد عقيل شاهين مدير المبيعات الاقليمي في محطة البحرين يسلم الفائز تذكرة بحرين/ لندن/ بحرين بمناسبة فوزه بها اثناء حفل الاستقبال الذي اقيم في فندق الخليج - البحرين بمناسبة زيادة رحلات الشركة بين الخليج ولندن .

تقويم عام ١٩٨٤

تقوم حاليا دائرة الاعلان بالاعداد لطباعة تقويم عام ٨٤ الخاص بالشركة بعد اعلان نتائج المسابقة الفنية التى اعدتها خلال الاشهر الماضية والتى شارك فيها فنانون من الدول الأربع المالكة للشركة شاركوا بحوالى ٤٨ لوحة فنية تضمنت مواضيعها الحياة الاجتماعية والبيئية والتقاليد فى المجتمع الخليجى .

تم اختيار اللوحات الفائزة من قبل لجنة مكونة من مندوبين عن وزارات الاعلام فى الدول الأربع المالكة ، الامارات العربية المتحدة - البحرين - سلطنة عمان - قطر ، وبحضور السيد عبدالله عبد الكريم مدير العلاقات العامة والسيد مايك سايمون مدير الدعاية والاعلان والسيد عبدالله الشافعى مراقب الدعاية والاعلان .

وقد كانت اللوحات الفائزة التى اعلنتها اللجنة كالتالى :

اللوحة الفائزة بالجائزة الأولى ، ليلة الحنة ، للفنان عباس الموسوى من البحرين .

اللوحة الفائزة بالجائزة الثانية ، الفارس بالخط العربى ، يوسف احمد الكور من قطر .

االوحة الفائزة بالجائزة الثالثة ، بياعة الكرعان ، انور خميس سونيا من سلطنة عمان .

اما اللوحات التسع الأخرى الفائزة فهى :

١ - لوحة تجديد السفينة لمحمد يوسف مندى من الامارات العربية المتحدة .

٢ - لوحة صانع الخنجر لياسمين محمد صالح من سلطنة عمان .

٣ - لوحة السوق لسعيد رضى من البحرين .

٤ - لوحة معمار بحرينى لاسحق الكوهجى من البحرين .

٥ - لوحة نغم الطفولة لعبدالله يوسف من البحرين .

٦ - لوحة سباق القوارب لجاسم زينى من قطر .

٧ - لوحة الحلاق لمحمد يوسف مندى من الامارات العربية المتحدة .

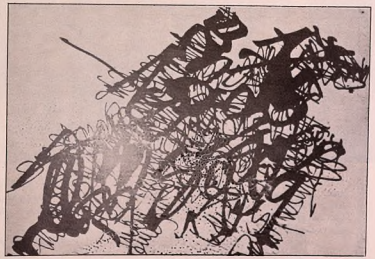
٨ - لوحة دق الهريس لصباح الموسوى من البحرين .

٩ - لوحة الفريج ليوسف الكوهجى من البحرين .

وقد خصصت الشركة جوائز للوحات الثلاث الاولى الفائزة بحيث تكون جائزة اللوحة الاولى تذكرتى سفر مرجعتين من البحرين الى أية محطة من محطات الشركة ، وجائزة اللوحة الثانية تذكرة سفر مرجعة الى لندن واللوحة الثالثة تذكرة سفر مرجعة الى اثينا .

كما ستقوم الشركة بشراء حقوق الطبع للوحات التسع الأخرى الفائزة .

وجدير بالذكر ان هذه المسابقة الفنية تعد الاولى من نوعها فيما يتعلق باعداد التقويم السنوى الخاص بشركة طيران الخليج ، والهدف من وراء ذلك هو ابراز الحياة الاجتماعية والعادات والتقاليد والتراث فى منطقة الخليج من خلال هذه اللوحات ونشرها فى التقويم الذي من المؤمل ان يوزع فى كافة محطات الشركة فى مختلف الدول فى الشرق الاوسط وشبه القارة الهندية والشرق الاقصى واوروبا .



أفضل شركة طيران

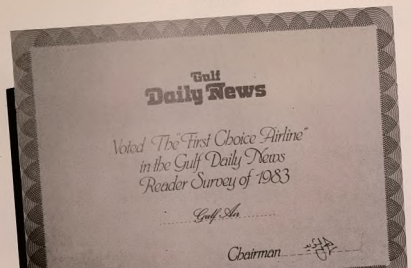
نظمت مؤخرا جريدة الجلف ديلى نيوز الانجليزية استفتاء بين قرائها لاختيار شركة الطيران المفضلة لديهم . وكانت نتيجة الاستفتاء حصول شركة طيران الخليج على اعلى نسبة من الأصوات بلغت حوالى ٦٦,٥ ٪ . تلتها شركة الخطوط الجوية الهندية وحصلت على ١١٪ ثم الكانتى باسيفيك ٧,٩ ٪ . وتعتبر هذه النسبة العالية من الأصوات دليل الكفاءة العالية التى تتميز بها خدمات طائرات الشركة والسمعة الطيبة التى اكتسبتها خلال السنوات الماضية .

كما بلغت نسبة المسافرين الذين يقومون برحلة واحدة فى السنة حوالى ٦٨٪ . اما المسافرين الذين يقومون باكثر من ثلاث او اربع رحلات سنويا تبلغ ٣٤٪ . واكثر من اربع رحلات حوالى ٨٪ .

كما اوضح الإستفتاء ان نسبة ٥٤,٥٪ من الركاب يقومون بالسفر لغرض السياحة .

ونسبة ٣٧,٣٪ للسياحة والعمل . ونسبة ٨,٢٪ للعمل فقط .

وبهذه المناسبة تسلم السيد على ابراهيم المالكى الرئيس التنفيذى للشركة وثيقة امتياز من السيد انور محمد عبدالرحمن المدير العام لصحيفة الديلى نيوز بحضور السيد عبدالله عبدالكريم مدير العلاقات العامة بالشركة .



زيارة الرئيس التنفيذى الى نيودلهى

قام الرئيس التنفيذى للشركة السيد على المالكى بزيارة لنيودلهى فى الفترة بين ٩ - ١٢ مايو الماضى بدعوة تلقاها من وزير الطيران المدنى والسياحة لجمهورية الهند السيد خورشيد علم خان

وقد اجرى خلال الزيارة محادثات مع المسئولين فى وزارة السياحة والطيران المدنى والخطوط الجوية الهندية ، كذلك تشرف بمقابلة السيدة انديرا غاندى رئيسة وزراء الهند . كما قام بعدة زيارات شملت وزارة المواصلات ووزارة التعليم والثقافة .

هذا وقد رافق السيد المالكى فى تلك الزيارة السيد حمد المدفع نائب المدير العام التجارى ، والسيد محمد الشافعى المدير الاقليمى للشركة فى الهند ، والسيد جاسم عبدالله مدير مكتب الشركة فى شمال الهند .

يجرى فى الصورة السيد على ابراهيم المالكى مع رئيس مجلس ادارة شركة الخطوط الهندية .

اجتماع ممثلى شركات الطيران العربية مع السلطات البريطانية للسياحة

التقى مؤخرا وفد يمثل شركات الطيران العربية بالسير هنرى ماركينج رئيس مجلس ادارة السياحة البريطانى . وقد تم فى هذا الاجتماع تباحث العديد من الامور المتعلقة بالسياحة واحتمالية استخدام مبنى المطار الجديد رقم ٤

مثل الشركة فى هذا الاجتماع السيد ساهى ناصر المدير الاقليمى للشركة فى المملكة المتحدة .

يجرى فى الصورة من اليمين الى اليسار :

عبده فؤاد (الشعبية العربية السورية) ، فيصل محمد (طيران الشرق الاوسط) ، هانت بريدج (مكتبة برمنجهام) ، سير هنرى ماركينج (رئيس ادارة السياحة البريطانية) ، ديك عبد (الشعبية العربية الليبية) ، مازن سعيد (الشعبية العربية السورية) ، سامى نصير (شركة طيران الخليج) ، فاروق بدوه (الشعبية العربية الليبية) ، سعيد شير (ادارة السياحة البريطانية) .

بدء العمل بتثبيت مجسم طائرة التريستار

تسلمت مؤخرا شركة طيران الخليج مجسما لكابينة قيادة طائرة التريستار ١٠١١ (سميوليتر) وذلك من أجل تدريب الطيارين على قيادة التريستار والبوينج ٧٣٧ . ويجرى الآن تثبيت معدات (السميوليتر) وانظمته في المكان المخصص له في دائرة الصيانة في مقر الشركة بالبحرين . ومن المتوقع أن يكون جاهزا للتدريب في شهر سبتمبر القادم .

وقد تم تصميم وتنفيذ هذا (السميوليتر) من قبل شركة رید هوجر الانجليزية وخضع لفترة تجربة من قبل بعض افراد طاقم الطائرة التابعة للشركة خلال شهر نوفمبر ٨٢ وشهر يناير ٨٣ . قبل شحنه الى البحرين في شهر يونيو ٨٣ .

ويعتبر هذا السميوليتر فريدا من نوعه فيما يتعلق بدقة المعلومات وحجم التحكم من اجهزة السميوليتر والخلفة دقيقة بكل ما يتعلق باحتياجات تشغيل الطائرات والنواحي المتعلقة بذلك ما يحتويه من اجهزة كمبيوتر والخلفة دقيقة بكل ما يتعلق باحتياجات تشغيل الطائرات والنواحي المتقدمة مما أهل الشركة المصممة له الفوز بجائزة دوق ادنبره لافضل انجاز في التصاميم الصناعية في بريطانيا .

ويقول السيد اى سى كيتس المدير الفني لمواصفات الرحلات بان مواصفات هذا (السميوليتر) تقابل المواصفات الفنية التي اقرتها ادارة الطيران بتدريب الطيارين على (السميوليتر) والحاقهم مباشرة بطائرات مشابهة دون الحاجة الى فترة طيران . وعلى سبيل المثال فان الطيارين المتدربين على (السميوليتر) بامكانهم تشغيل طائرة ركاب تحت اشراف قبطان الطائرة دون اية امتحانات اخرى . والجدير بالذكر ان الشركة قد قامت بتوظيف فريق من مدربي الصيانة ومهندسي الطيران اللذين ق سيعملون في هذا (السميوليتر) تحت اشراف قسم الخدمات الهندسية التابع لشركة ريدفيوجن .

والمعروف ان هذا (السميوليتر) الخاص بشركة طيران الخليج سوف يوفر الكثير من المبالغ التي تصرفها الشركة على تدريب طيارى شركات الطيران الاخرى العاملة في المنطقة .

المؤتمر السنوى لمدراء المطارات

افتتح سعادة الرئيس التنفيذى للشركة السيد على ابراهيم المالكى فى الثالث من مايو الماضى المؤتمر السنوى لمدراء المطارات بمحطات الشركة الخارجية بكلمة أشاد فيها بجهود المدراء خلال السنة الماضية وأثنى على الخدمات الممتازة المقدمة لمسافرى الشركة فى مختلف المحطات .

كما أكد السيد المالكى على ضرورة استمرار جهود مدراء المطارات فى تقديم افضل الخدمات المسافرين والتى تحرص عليها ادارة الشركة دائما بهدف المحافظة على سمعة الشركة الطيبة التى اكتسبتها خلال الاعوام الماضية مشيرا الى نجاح عمليات الشركة خلال عام ١٩٨٢ والحاجة الى تكثيف الجهود خلال هذا العام الذى بدأت فيه الشركة بزيادة عدد الرحلات وتكثيفها على مختلف الخطوط بما فيها ٢١ رحلة بين الخليج ولندن .

كذلك تحدث السيد المالكى عن بعض الامور المتعلقة بالمسافرين فى المطارات وضرورة التعامل معهم بالمستوى المطلوب والجيد من قبل المدراء .

هذا وقد دعا الرئيس التنفيذى المدراء الى مضاعفة الصعوبات التى تواجههم فى المحطات مؤكدا على ان المسئولين بالمكتب الرئيسى سوف يبذلون جهودهم لتذليلها من أجل الخدمات الافضل لكافة مسافرى الشركة .

كما تحدث السيد نيقولاس مدارى مدير عام الشئون التجارية بالشركة خلال المؤتمر بكلمة اكد فيها ضرورة تقديم أفضل الخدمات للركاب والعمل على جذب المسافرين والتعامل بجدية مع سياسة الشركة فيما يخص المبيعات .

كما أشار ان سياسة اللامركزية التى تنوى ادارة الشركة تطبيقها سوف تعطيهم مزيدا من الدعم الشخصى للتعامل مع امور المسافرين فى المحطات الخارجية .

كذلك تحدث السيد حميد العلوى مدير خدمات المسافرين خلال افتتاح المؤتمر بكلمة اشاد فيها بجهود المدراء خلال العام الماضى فيما يتعلق ببعض المسافرين وترشيد الشكاليف فى المحطات الخارجية ، وقال بانه لا تزال هناك حاجة فى بعض المحطات الى العمل على ترشيد الانفاق فيما يتعلق بالتموين وتوفير السكن فى الفنادق لبعض المسافرين اضافة الى الحاجة الى التنسيق فيما يخص ذلك .

كذلك دعا السيد العلوى المدراء الى ضرورة العمل على حث موظفى الخدمات الارضية على ارتداء الزى الرسمى للشركة لما لذلك من اهمية بالغة فى اعطاء الانطباع الحسن عنهم .

واشار كذلك الى ضرورة العلاقات والتنسيق بين موظفى الخدمات الارضية وموظفى المبيعات والعمل كفريق واحد خدمة لاهداف الشركة .

من ناحية اخرى ناقش مدراء المطارات كافة الامور المتعلقة بمحطاتهم والتنسيق بينهم وبين المسئولين فى المكتب الرئيسى والامور المستجدة فيما يتعلق بتكثيف الخدمات للمسافرين فى كافة المطارات خصوصا فى فترة الصيف .

طيران الخليج

مجلة شهرية تصدرها دائرة العلاقات العامة

المراسلات : ص . ب : ١٣٨ ـ البحرين

تليفون : ٢٣١١٦٦ ـ بدالة : ٤٠١ ـ ٣٠١

في هذا العدد

المؤتمر السنوى لمدراء المطارات

● بدء العمل بتشييد مجمع طائرة الترايستار ●

● أفضل شركة طيران ●

● تقويم عام ١٩٨٤ ●

صورة الغلاف

المرجع الفنى : عيسى حاجى

طيران الخليج

العدد السابع عشر - ١٩٨٣ الناقلة الوطنية لدول الامارات العربية المتحدة والبحرين وسلطنة عمان وقطر

وصول مجسم كابينة قيادة التراايستار

شهادة أفضل شركة طيران