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SHOREHAM AIRPORT NEWS

ISSUE NUMBER 4



APRIL 1999

Administration Dept. at SHOREHAM



Left to Right Front Row: Paula Keene, Mike Middleton, Shirley Hobden
Back Row: Paula O'Sullivan, Betty Dunn, Jaqui Gray



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We are looking this month at Airport Administration. Most of you will have seen the information provided about the Airport Joint committee on entering the Airport Main entrance and will therefore know that Mike Middleton is Chairman of the Joint Committee. What most of you will not know is who are the staff that actually run the airport. Well apart from John Haffenden, Airport General Manager, there are five staff in the Administration section of the Airport.

Shirley Hobden is Senior Accounts officer with Betty Dunn as Accounts officer. These two ladies between them look after the money side of the business, business being the operative word. The Airport over the last few years has, as most of us know, grown in general aviation terms far and away what it was even four years ago. The Airport is a business in every sense of the word and it takes these two ladies all their time to keep up with the finances. It has not been unknown for

aircraft owners to be charged twice for a fuel uplift, Betty is the one to talk to if this is your problem, she will sort it out for you. On the other side of the coin it must be said that operators and tenants are expected to pay accounts on time and I do believe, when reading between the lines, that the Accounts department are getting much tougher than they used to be! Unlike most other businesses the business of running an Airport has one advantage if the debtors do not pay up their assets may be

seized i.e. Aircraft may be impounded. This of course applies to any airport not just Shoreham.

Leaving aside the money side of the business we have what I suppose is the face of Airport Administration in the Reception Area. Jacqui Gray, Paula Keene and Paula O'Sullivan are the ladies who are to be found behind the Reception desk. Jacqui is John Haffenden's Secretary, Paula Keene is the Airport Project co-ordinator and



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Paula O'Sullivan is an Administrator.

Mike Middleton has been Chairman of the Joint Committee for two years and I believe we can thank him for most of the latest innovations which have been implemented recently. He believes in a hands on approach to his job and spends an lot of time at the Airport. To quote Shirley Hobden "he's always here", she says, but joking aside it is no good being Chairperson of a committee and not getting your hands dirty. Mike believes in the Airport and even as a mere committee member was always on the side of the Airport and now as chairman he says "it is like a dream come true to be in charge of something you



PIPER CHEROKEE

Last month we looked briefly at the Cessna 150/152. This month we give a few details about the Piper Aircraft Corporation's PA 28 Cherokee. This is also a flying school work but is a lot roomier and more comfortable than the Cessna. There were many variations on this theme both in engine capacity and naming. The Cherokee was first produced in 1961 to replace the fabric covered PA 22 Tri-Pacer and in order to compete with the Cessna singles from the late 1950's. Over the years many variations were produced from the two seat 140HP through the 150HP,

160HP, 180HP and 235HP up to and including the Cherokee Six and retractable undercarriage Arrows. The Cherokee is a stable aeroplane to fly and with the larger engine makes for a good touring aeroplane with a cruising speed of around 115 to 120 knots. If all the variations are taken into account about 43000 aircraft were produced 25000 being fixed gear Cherokees. With the restyling of the wing in 1974 the Cherokee became the Warrior. The two photographs on this page show both the Cherokee 180 and the Warrior.

PREMI AIR CLUB REFURBISHMENT

The Premi Air Flying Club restaurant and bar, owned by Tony and Rita Watson, was refurbished during the first few days of March and customers (Flying School students and members alike) can now enjoy their meals and drinks in a very cosy green atmosphere.

The propeller over the bar was stripped of it's silver paint and is now resplendent in its original unpainted wood finish. The makers marks 'G.764.N.46 SE5A VIPER' would suggest the propeller was attached to RAF SE5A at one time. Dave Dunstall from Shoreham Airport Archive is currently trying to trace details of the actual aircraft.

A large screen (5' x 5") television has been installed in the restaurant. It is hoped that as well as the obvious Sky sports evenings predicted, aircraft training and other aircraft related video evenings can be arranged. Please ask at Premi Air for more

Airbase Flying Club



This month we start our feature on the flying clubs. AIRBASE FLYING CLUB was founded 4 years ago by Alexander Skeaping. The club presently has 300 members the oldest being 87 years young and the youngest a mere 13 years old!. AirBase operate seven aircraft from the worthy Cessna 150/152, Piper Warrior and Archer to the twin-engine Cessna 310, although

one of the 310's (G-VDIR) is on charter to Southern Air. The other Cessna 310 G-BBXL is currently under respray and refurbishment in white leather upholstery. Mike Weeks is the Senior Chief Flying Instructor assisted by Moose Davies and they have 3 full time and 2 part-time instructors. AirBase Flying Club pride themselves in providing both quality instruction and well

maintained quality aircraft. Instruction ranges from Ab-Initio through all the ratings to Multi-Engine, in addition all members have free access to the excellent flight simulator. Many of AirBase students have gone on to Commercial training at Bournemouth and whilst I was present an ex student called in to say she had just been successful in getting a job with a major airline!

For £5 daily membership and a check flight on type you can hire any of the AirBase aircraft including the fully airways equipped, refurbished 6 seat twin C310 which is great for flying to the Continent. AirBase have trained many confident well qualified private pilots able to fly anywhere safely and with confidence.



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