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SHOREHAM AIRPORT NEWS

ISSUE NUMBER 2



FEBRUARY 1999

THE HIDDEN FACE REVEALED

Here at Shoreham we have a full air traffic control system. Some have said it is more of a disadvantage than advantage and that ATC are always giving orders and directions to aircraft Captains.



This month we are taking the lid off Air Traffic Control and bringing you the facts straight from the mouth of the ATC Training Officer, BOB RUFFLE. Bob has been at Shoreham since March of 1980 and remembers those early days when scheduled flights took place and many of the industries surrounding the airport owned and operated company aircraft from Shoreham. He hopes that day may come again. Bob has worked for Dan Air, TWA and Pan Am and came to Shoreham from Euro Control.

When we interviewed Bob he was in charge of the Tower with three other controllers on duty. As it was not a very busy day Bob ably demonstrated his skill by controlling the traffic and talking to me also. The Airport have a total of 5 full time controllers and 2 part time controllers. A new member of staff commences duty in mid February. Many of you may have wondered what the ATC staff get up to when the weather is bad and no aircraft are flying --- Bob explained that during these periods, which in truth are not very frequent, training for emergencies and administration takes up most of the time, so they don't have time to get

bored. There are three control consoles in the tower giving an all round uninterrupted view of the whole airfield. On days when traffic is busy two of these positions are occupied using two separate radio frequencies. One is the Ground Controller --- call sign

Shoreham Tower --- controlling all aircraft on the ground and in the circuit, and one Approach Controller --call sign Shoreham Approach and controlling all aircraft approaching the Airport and in the overhead. On less busy days of course one controller carries out both tasks on one frequency.

Bob was at great pains to point out that the job of Air Traffic Control is to help and advise pilots both in the air and on the ground in an effort to make their job easier, Bob said "We are not policemen!". Most of the "instructions" received from Air traffic are recommendations not orders. Of course as all pilots are aware, the ultimate responsibility for the safety of both passengers and aircraft lies with the Captain and his decision is therefore final.

With the memory of the recent tragedy in Nottinghamshire, between a light aircraft and a military training aircraft, we asked Bob about military implications in and around Shoreham. He pointed out that there is in fact a designated low fly zone North of the Downs which then turns South over Rustington and out to sea (see *Air Pilot* for details). Officially therefore anyone wishing to fly low in



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this area should notify the military, who in turn would notify their pilots. We are aware that most light aircraft would not be flying at low altitude in this area but there may be some training helicopters that fly in this area at low level!

From time to time we have heard pilots complain that the range of 10 miles of the NDB, a navigation aid, is insufficient. Bob pointed out that the strength of these beacons is laid down by the CAA and

could not be varied. In fact if the strength of the beacon at Shoreham were increased it would interfere with those across the channel. Whilst we were talking about navigation Bob pointed out that there was a noise abatement procedure in operation at Shoreham for runway 21 of which many pilots are unaware. All pilots will know that when given departure clearance for the West from this runway the

statement "right turn after the coast" is always used. This is so that aircraft on full power climb are not overflying the built up areas of Lancing and East Worthing. In fact on take off aircraft are supposed to alter course by 10 degrees to the West in order not to overfly the bungalow estate. Bob finished our interview by quoting the time that the Tower was nearly evacuated when a Tiger Moth, taking off on runway 13, nearly crashed into the tower. Apparently the aeroplane had been incorrectly rigged and once

airborne was difficult to control. Bob said that if Toon Ghose had not been flying, it was quite possible that the plane would have crashed into the tower. This is the only occasion that he can remember that the tower has been in jeopardy! Finally don't forget that ATC are there to help not hinder and if you are unsure of what to do ASK!

GROOVY TUESDAY?

Generally Tuesday the 26th was not a groovy day. A visiting Cessna Citation whilst taxiing to the Apron came off the hard taxi way into the shingle. No damage was done to the aircraft and no one was hurt but it took the Airport Fire Service two hours to get the aircraft out.

Later in the day two Cessna 152's, one Piper Aztec and one Piper Seneca were damaged in the space of just ten minutes when a severe thunder storm hit the Airport. Winds gusting up to 70 miles per hour blew the US registered Aztec from the Western side of the main Apron across to the Eastern side where the Seneca was parked. Further damage was caused when a Cessna 152 Aerobat was overturned into another Cessna parked behind. The aircraft were parked on the grassed Eastern parking area and a spokesman for the Airport said he was sure that further damage had been alleviated because of the wet and boggy ground conditions.

At the Northern side of the Airport, an Aztec fuselage was blown over a ten foot high bank and in Ricardo's car park the windcreens of 30 cars were damaged when a lightning strike hit one of Ricardo's buildings.

LETTERS TO THE EDITOR

Sir,
Over the many years of its existence Shoreham Airport has seen the popularity of light aircraft flying increase by leaps and bounds with more of the younger generation becoming enthusiasts taking up flying training and eventual solo flight. Many such have gone on to make flying their career some of them now occupying the left hand seat on the flight deck of

an airline jet. Although flying instruction still remains a relatively costly business increasing numbers of young people are working and saving to be able to enjoy it as the various flying schools will no doubt confirm. One such is my daughter Charlotte who has been flying since she was 14 and has progressed beyond solo and now at 17 is working towards her private pilot's license with the Airbase Flying Club at Shoreham.

C B Hounslow
Hove

Sir,
Congratulations on your first edition of Shoreham Airport News. It is a long overdue Airport communication. I look forward to next month's edition.

B. King
Worthing

EDITORIAL

The editor would like to apologise to anyone who has submitted copy for printing in this month's edition.

Also to those who had requested articles to be included in this issue.

As you can see we have not been able to include these as space is limited.

We hope to include them in next month's issue.

Next month we shall be starting a regular feature on specific aircraft so look out for the March issue.

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