

SHOREHAM AIRPORT NEWS

ISSUE NUMBER 3



MARCH 1999



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Fire & Rescue Section



Senior Fire Officer Arthur Smith

This month we are looking at what could be described as the most important part of airport organisation, especially if you are a pilot - Airport Fire & Rescue Service.

In charge of this Department is Senior Fire Officer Arthur Smith who has been with the Airport Fire & Rescue Service for 9 years. Prior to joining Shoreham Arthur was a member of the London Fire Brigade and before that West Sussex. Arthur has two crews of four each working two days on and two days off, he fills in where necessary.

In addition to acting as fire crew the duty personnel carry out such duties as refuelling aircraft, aircraft movement from the municipal hangar, runway & taxiway inspection for debris, runway & taxiway inspection for

lighting, amongst many other more minor duties. During these duties they have to be capable of responding to anywhere on the airfield within 2 minutes. To enable them to do this each member keeps in touch by radio or stays close by the fire station. Alternatively a radio controlled vehicle may be used to enable direct attendance. The present Briefing Room/Fire Station has been open for about 2 years and houses the present three fire & rescue vehicles, known by fire crews as fire appliances. The CAA apply conditions which have to be met for licensed airfields. One of the most important has already been mentioned - response time - all areas of the airfield have to be attended within two minutes. To this end the Airport Authority are

providing Arthur and his men with a new fire appliance which should be operational sometime towards the end of March. The cost of this will be in the region of £70,000. The CAA carry out annual inspection of the Fire & Rescue facilities and may just turn up and give Arthur and his crew a live fire test or simulated crash to ascertain that response times are being met and the efficiency of the crews is up to standard.

So next time you are sitting waiting for a fuel uplift you will understand that these guys have a million other jobs to do as well so be patient!



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LETTERS TO THE EDITOR

Sir,
It would probably surprise you to learn that "Shoreham Airport News" is reaching far off Australia!

Bob Ruffle, Shoreham's ATC Training Officer, sent me the first issue along with other material and I was delighted to see him featured in the front page article in the February issue.

Although I have lived in Australia for many years, I was born and bred on the Downs overlooking the airfield and my interest in Shoreham has been life-long. This culminated in the launch of the book "Shoreham Airport Sussex" with my co-author Dennis Bird in 1996.

Although the book has long been

out of print, your readers might be interested to know we are currently working on a reprint with much additional material and hitherto unpublished photos. Hopefully it will be ready later in the year.

Bob Ruffle has become a most faithful correspondent and contributor of material for the second edition, and I look forward to seeing the next edition of "Shoreham Airport News". Congratulations on a first class publication.

Tim Webb
Wantirna Australia

Thanks for your letter and comments we look forward to the revised "SHOREHAM AIRPORT SUSSEX" in due course. Ed

BIRTHDAY TREAT



Saturday 27 February saw the 92nd birthday of Mr Albert DeBaughan who learned to fly in a Tiger Moth. His special birthday present was spoiled by the recent dreadful weather. His connections with Shoreham Airport brought him into contact with the Pashleys, hence the nostalgic visit to the Tiger Moth "Spirit of Pashley". He should have gone on a flight in the "Spirit" but with the wind from the West the grass was too wet for the biplane to take off. Instead I believe he went for a trip in a Piper Warrior.

Radio Training for Student Pilots

Aviation Services (Southern) Limited known as AVS Flying Club have recently opened their new Radio Training facility. CFI Colin Cleaver showed the Editor how the system operated. The student pilot sits in a booth with a box of tricks which simulates the communication panel in an aircraft. The Instructor is in another booth with a similar panel with which he can control the student actions and also apply various problems for the student to solve.

Initially the training is to CAP 413 but later training can simulate a predetermined route enabling the student to practise frequency changes and transponder coding techniques. A facility allows the instructor to insert other radio transmissions simulating other aircraft flying on the selected frequency.

This is a far cry from the time the Editor and the examiner faced each other across a table!

In addition, AVS have installed a Jeppesen Instrument Flight Trainer which Colin demonstrated. This is a fantastic piece of equipment but nevertheless when the Editor "flew" the simulator he managed to crash on landing, he never could get the hang of flying a computer!

Anyone interested in further details should contact either Colin Cleaver or Paul Crosskey at the phone number in the main advert.

Cessna 150H G-BPGY



The Cessna 150/152

This month we feature the Cessna 150 and 152 both of which could well be called the work horse of flying training. It is fair to say that most pilots these days have gained their "wings" on such aeroplanes. Both models appear to be the same at first glance but there are many differences.

The C152 was introduced in 1977, after more than 2300 C150's had been produced, with a new engine from the 100HP Continental to the Lycoming engine developing 110HP. The electrical system was redesigned as was the fuel system full flap was reduced from 40 degrees to 30 degrees on the 152.

The gross weight was also increased by 70lb and an Aerobat version was produced (A152). The Aerobat is stressed differently to withstand the increased negative and positive

airframe loads experienced in aerobatics.

Throughout the production of the C152 few major changes took place but plane spotters can tell if the production date is after 1983 because the landing & taxi light was moved from the lower engine cowling to the leading edge of the left hand wing. Production of the C152 stopped in 1985 after more than 7,000 aircraft had been produced.

Many examples of the Cessna 150 built in the 60's continue to provide daily flying lessons and many instructors will tell you these C150/152's are the safest and most stable planes flying. In fact I know one instructor who tells his student that the aeroplane would land on its own when correctly trimmed and can demonstrate this fact!

Aeromart Organizer Andy Saunders has been running these events for 15 years. Held in March & September at Shoreham

Airport, stall holders and visitors come from as far afield as Belgium, Holland & Germany. This is a **must** for pilots & spotters alike. There will be

Editorial Information

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Editorial

What a surprise to receive a letter from Australia! I was aware that the paper had reached Gosport but never thought it would get to the antipodes.

Next month we shall be featuring the Piper Cherokee which is also a training workhorse.

Just before we went to print the Airport Manager informed us that the new taxi-way should be opened second week in March. This should help everyone and alleviate waiting for departures.

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