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SHOREHAM AIRPORT NEWS

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Overwhelmed by success! This was how the Airshow was described to Shoreham Airport News and judging by the size of the crowds and the donation to the Wings Appeal one would have to agree. It is understood that the Shoreham Branch of RAFA will be donating about £75,000 to the Wings Appeal charity to benefit Royal Air Force personnel injured or disabled in service, and families widowed and orphaned.

The flying display was honoured by the presence of an Avro Lancaster from the Battle of Britain Squadron and a Tornado. To experience a Tornado at full power executing a tight turn at about 250 feet above the runway was spectacularly ear splitting. Amongst the WWII flying display aircraft were a Spitfire, Vampire, Blenheim and a Trojan. Space does not permit a full account of the flying but one display by Tom Maloney in his jet Provost trainer was quite spectacular. In addition there were static displays which

AIRSHOW WEEKEND



proved very popular. Our photo shows an RAF Hercules which always had a queue to see inside the aircraft as did the Dakota alongside. Amongst the stands to the North of the field Tim Webb and Dennis Bird launched the

second edition of their book SHOREHAM AIRPORT SUSSEX in which Shoreham Airport News gets a mention. **This book is available through the book page on our web site address as shown in the**



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Editorial information on this page. It's an excellent book with lots of photo's for those interested in Shoreham Airport history.

There were however as in most successful ventures, some problems! The trouble with this years Show was the unmitigated success – more visitors than ever before piled into the Show on a beautiful September week-end especially on Sunday. Toilet accommodation and facilities for rubbish disposal were insufficient

for the numbers attending. Car parking was also a problem as many who were caught in the exodus can witness..

Can it get better? Of course it can because the organisers have taken these problems on board and even now are making plans to alleviate the same problems for next years Show. I understand that the problems had not previously been experienced and were completely unexpected. It goes without saying that as the Show grows

and becomes more popular, it is currently the biggest in the South East, more problems are likely to arise. Both Don Bean and Kenny Wards, together with their small dedicated team of committee members, who give their time and effort voluntarily, are getting stretched to the limit with the increase in work over the last ten years. It is time they got some help so if anyone with time on their hands, together with an interest in aeroplanes and would

be willing to take an active part in the Show organisation please contact Don Bean or Kenny Wards at the Airport – your help would be much appreciated. It goes without saying of course that a task force of dedicated volunteers provide help on the day, without which the Show would not go on! Thanks to Don, Kenny and all helpers and visitors alike in making the 1999 Show such a success for the Wings Appeal.

SOUTHERN fm RADIO at SHOREHAM



Jimmy Dean and Stuart McKinnon

It was 6.30 on a beautiful August morning. There was no traffic on the roads and I was on my way to the airport to meet Jimmy Dean presenter of the traffic news on Southern fm radio. Southern Air provide the aircraft for the "eye in the sky" facility and have three aircraft specially fitted for the job.

There is special dispensation for the flight to take off at 7:30 am but once airborne the flight cannot return until after 8 o'clock. Once airborne we flew west, then followed the A 24 as far as Buck Barn cross-roads. Turning East Jimmy watched for trouble on the A272 but as this was during the holiday period traffic was light. Never mind I was enjoying the trip! You see much more when you

don't have to fly the thing! Having arrived at Bolney we turned north to follow the A23 but again as there was very little traffic we soon turned east, flying over Haywards Heath and then on to check at Lewes. Having checked Lewes we continued on to Eastbourne then past the Observatory at Herstmonceux over Hastings and back along the coast. Jimmy wanted to go round Brighton a couple of times but again there were no problems. We then flew over the airport to check out Worthing again and eventually returned to the airport at just before 9 o'clock. Our pilot for the trip was Southern Air CFI Stuart McKinnon who is also one of only four qualified radio examiners on the airport.

LETTER TO THE EDITOR

Shoreham Customer Service?

Have you noticed how customer service is the in thing these days? You arrive at Lydd and you hear "Welcome to Lydd, do you require any fuel?" followed by clear parking instructions and instant service at the desk.

Compare that to Shoreham. I want to go flying so I phone up the briefing room to arrange for the plane to be got out. After a few attempts someone actually answers the phone and I make arrangements for the next morning. I look in vain for the plane. "Oh someone must have forgotten to write it on the board" I am told. No matter, one hour later I am in the air and off for an enjoyable day and good customer service.

On return to Shoreham I need some fuel so I taxi to the pumps and wait... I pluck up courage and go and ask if anyone is on fuel today. You would think I was asking for the earth! Finally another wait to pay the landing fee and fuel bill. What a good job I am addicted to flying! Now don't get me wrong the firemen do a wonderful job and of course the airfield must remain safe. But I do wonder if we have got the balance

right? Any views?

Name withheld to ensure that I can fly again!

Airport Manager Replies:

Obviously the airport wishes to provide the best and most efficient service to its customers. The team of staff that has been built up over the last few years has a wealth of expertise in rescue and fire fighting, first aid, fuel handling and, along with all other staff at Shoreham, have regular customer care updates. As with all business these days, they are multi-skilled persons and, as such, may well have been engaged with other tasks at the time the writer had his or her problem. That is not to say that the airport does not want to hear about it and, with the customer care leaflet and the ability to identify either the Senior Fire officer or Duty Supervisor with the added final port of call of the Manager, all comments are taken seriously.

It is unfortunate that the person concerned in this case appears not to have followed any of these courses of action

CLOCK APPEAL

The clock appeal currently stands at £833. Thanks to all who have contributed so far. We still need £1167!

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