

SHOREHAM AIRPORT NEWS

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Shoreham Airport in the Floods

The persistent torrential rain, which we have recently experienced, has not caused any major problems at the Airport.

Our photographs show the main apron area flooded but not to any great depth. The airport has remained operational throughout the storms and there



have been several air movements including a visiting Cessna Citation. Of course all grassed areas are unservice-

able but all hard taxiways and runways have remained serviceable throughout the deluge. The work being carried out on

the roof of Premier House has not been finished due to the weather but we are pleased to report that the first sealing

coat was applied between the two storms and only slight leaking occurred in the hangar section. The contractors need



a few rain free days to complete the job! Most of the problems that arose from the storm were

personnel related. It has been taking up to two hours to complete a journey which would normally take only 15 to 20 minutes.

This was due to the closure of the A27 and the slow traffic on the A259. The southern access to the airport is closed due to the railway bridge being flooded.

With the airfield being lower than the river level it

will take a long time to drain the grassed areas so runways 07/25 and 13/31 will be out of action for some time to come.

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Request Taxi for Nottingham and Gamston

by
Richard Vincent

We continue our series for those stuck in the Lydd, Sandown, Blackbushe rut.

Nottingham airport lies a mere 3 miles from the city



Short finals for 27 at Nottingham

centre and specializes, according to my flight guide, in handling business and executive aircraft. It sounded rather grand - no doubt they would turn their nose up at a mere C152.

Our initial routing was via MAY, WOD WCO and then DTY. Routing direct from DTY kept us clear of the East Midlands CTR but did require a descent to 1500 feet to remain under their CTA. Here our transponder triggered a couple of TCAS warnings onboard commercial traffic being vectored onto the ILS above us. It was mildly embarrassing to have ATC encouraging us to fit mode C, which solves this problem. Another light aircraft managed to infringe controlled airspace close to East Midlands, and was shouted at by ATC. Unfortunately the pilot elected to argue with the controller claiming that his GPS could not be wrong.

On arrival at Nottingham, which was very easy to spot being just South of the National Water Sports Centre (a big rectangular stretch of water), we landed on the gen-

erously proportioned 27 (see photo) and received instructions to park in a numbered stand. This turned out to

be no more than a numbered square painted on the tarmac – just like Lydd! I was surprised to see that the place was almost deserted with no other visiting aircraft.



Finals for 32 at Gamston

The “terminal” was not bad in terms of space and seats but meals are only served at weekends and coffee was only available from a machine. The landing fee was £7.50 but would have been half that with my Flyer card (one of the few discounts that it seems to command) at weekends. Fortunately, we soon found “The Tiger Moth” pub, which shares the airfield site and serves a wide range of meals in pleasant surroundings. In the summer you could sit outside and watch the activity on at the airfield –

assuming that there is some. The weather was fine and I could not help thinking how busy Shoreham is in comparison.

After a light lunch we flew the short distance (25 minutes) to Gamston (just South of Retford), where a brisk NW wind meant they were using their newly resurfaced glider runway (32) for arrivals (see photo). Gamston is supported by the local council and boasts a fairly new and very comfortable lounge in the base of the tower with free coffee on a make it your-

self basis. The landing would have cost £7 but I finally got to use one of my landing vouchers from this years AFE Flight Guide.

After an uneventful return journey we landed back at Shoreham after over four hours of flying – quite enough in a C152. Anyone got an encoder for an original Cessna 300 series transponder?



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TO PORTUGAL WITH TEE GEE

PART 1

by
Lewis Watteau

G-BPTG is a Rockwell COMMANDER 112TC with a 250HP turbocharged Lycoming engine, variable pitch propeller and retractable undercarriage. The aeroplane is airways equipped with Garmin 150 GPS, twin VOR/DME, twin ILS, ADF, transponder, fuel flow meter and additionally a topographical SKYMAP IIIc (see text below). The maximum fuel endurance is 7 hours, there are four seats and ample luggage capacity so:

Lets have an adventure !

Where shall we go? Somewhere warm came the rejoinder. After various suggestions it was agreed Portugal would be interesting

as we had not been in that area of Europe before. As the saying goes "Jus like that", a review was made of the route for planning. Our flying mentor at Shoreham, Colin Cleaver, a much respected man of many years of flying and friendship, as always, tactfully suggested that the southern route would be a longer way round but might be a better idea than going round the north of Spain, did we not think? Looking at 12,000 ft safe sector altitude mountains we agreed fairly readily!

TEE GEE had just come off a star annual and C of A inspection with Al Gomes of Redhill Air Services Limited, again at Shoreham. Al did his usual thorough and excellent maintenance job finding things that needed doing that we were not aware of and it was decided that the intended

trip might be better/safer if we fitted a topographical version of SKYMAP IIIc. The charts for Spain are not as current as the UK charts we all use at home. The fitment of SKYMAP was always thought pointless as we know where we are when we fly - so a moving map is an expensive "Toy". Wrong again, more later. Everything on TEE GEE was ready to go.

Primary flight planning is always done on the "Windows 98" version of "NAVTOR." This system is an excellent product and only gives you trouble when you don't work it correctly. We also use Aerad for route charts with "plates" in case of unexpected ILS approaches being necessary. Added to the VFR charts of France we obtained charts for Spain and Portugal. It was also decided to use the Spain/Portugal "TripKit" from Bottlang which also proved to be invaluable.

For weather briefing we use the Internet Tom Dawse-Gamble site on <http://www.avbrief.com>. It is seriously brilliant and not as costly as a Metfax from Bracknell. It will give you complete route information of the weather and more. Give it a look - it's the best and we learned about it from "Pilot" magazine January 2000 issue.

organised on "NAVTOR" for the first and second legs of the journey, the second leg being to Toulouse in the Bordeaux region of France. The stop over was to see the City as well as to refuel.

On the third day we prepared to move on from Toulouse. The flight planning is done with a Lap Top and portable printer. It works without any problems provided you remember to take the inter-connecting cable to the printer with you!! All information from the computer had to be hand written. "We won't forget again", he said. The weather in Toulouse had deteriorated during the preceding 24 hours to rain and broken cloud at 1200 feet. Marginal VFR stuff, as they say but the next stop was Gerona in Spain. We were familiar with the procedures in Toulouse Blanac as we had been there before on three or four occasions. It was as well that we had the chart information that we did as the exit is rarely if ever a Standard Instrument Departure, but is usually a specially devised VRP to get the "tiddlers" out of the way of the fare paying departures. In this instance we were asked to exit to the East at Echo not above 900 feet QNH, a distance of some twenty miles in depreciating conditions. On release we headed direct for Perpignan VOR. Now SKYMAP IIIc, the new toy, what an amazing piece of kit. All our various systems were set up for Perpignan - Gerona, with a MSA of 5,500 ft. It was certainly comforting to see that we were effectively flying down a valley between two sets of high ground / mountains. I

continued on page 4



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continued from page 3 recalled some of the words of wisdom from my original CFI Derek Wright, again of Shoreham, to beware of unknown high ground it may rise up and smite thee. When we cleared the weather at Perpignan, changed headings for Gerona we looked to the right - the sight was awesome to say the least. It was on SKYMAP of course, it was just that we couldn't see it at the time. We were VFR but not upwards! We were leaving France, but a word of advice to the uninitiated about ATC in "Allo 'Allo" land. The rules say the standard language for R/T is English. The French have their own language and they use it all the time. When you call them they don't always reply. You will hear other pilots talking to the con-

troller. Do not assume that he has Radar. The other guy might be in something somewhat quicker than you. Speak to traffic, be patient. Listen hard and carefully. If you don't understand ask a question to get the instruction reworded. We find this works. (They only say this once.) ATC are as dedicated as our people at home - its just that they are French!

Now we progressed in the land of "MANUEL". You know what is meant by "Si Mr Fawltly". On arrival at Gerona the confusion starts when traffic are unaccustomed to eccentric "engleesh peelots" trying to elicit landing instructions. A downwind for the runway of the day was met with confused instructions to maintain. We carried

on to be told GBTG maintain. Twice more. The thought occurred to us that he was trying to tell us something so for prudence sake we entered a circling orbit. We then heard in Spanish a sentence acknowledged by a pilot and a 737 entered our runway for takeoff! You can never be too careful. Eh? Gerona is a beautiful and ancient historic Spanish walled city. They have made a very commendable job of preservation and it is well worth the visit. The airport is effectively closed from 12 midday until 4.30pm and as such it is difficult to get to Gerona city until a 60 seater bus takes you and your luggage just like a giant taxi. The next event experienced was Manuel who was running the refuelling system.

This is a different experience. They all carry handheld computers that have to be filled in before you can get fuel. The problem with this is that Manuel asks a question in Spanish and we reply in English. He then repeats the question and again we reply in English. It is not a stalemate as Manuel asks the same question only louder just the way we English do when we speak to foreigners. With patience and the passage of time we win the day and set off for the next stop. Valencia. This as with all visited airfields are all very busy with big commercial traffic. Tiddlers get fitted in the gaps. This is OK if you watch the wake turbulence factors.

To be continued in the next issue

LETTERS

The following letter was received by e-mail at Shoreham Airport News in response to the article written by Lisa Weller in last month's edition. The letter has been forwarded to Lisa.

Dear Lisa,
I read your little piece on "memories of Shoreham airport" on the Internet the other day and it made me remember my childhood activities at and around the airport. This will be 40 years ago, but the thoughts are still fresh in my mind, floating a toy boat in the little stream that runs along the pathway, to walking across the toll bridge to go home. Trying to ride my bike through the large puddle under the little bridge at the south side of the airport. The bomb shelters were fun to play on and we used to pretend that the jerries had occupied some of them, so with our homemade wooden rifles we would

attack them and capture the shelter for our side. I was only 13 at that time and although I am 53 now I treasure my childhood memories and I just want to say **THANK YOU** for a few moments of being a kid again.

My mum and my sister still live in Shoreham and I still like to "come home" once in a while and visit the old place.

I am living in British Columbia Canada now and have been here 28 years now.

From Michael Knight

This months Aeroplane



Piper Warrior II

This month we take a look at the Piper Warrior. First flown in October 1973 the Cherokee Warrior was longer and more powerful than its predecessor the plain old Cherokee. The wing shape had been drastically redesigned which allowed greater lift and hence a greater payload and the Frise-type ailerons gave enhanced roll response, especially at low airspeeds. In August 1976 three years on from its first launch Piper Aviation produced the

Warrior II. Yet again a more powerful aircraft, this time having a 160 HP Lycoming engine as opposed to the 150 HP engine in the Warrior. Other changes included cabin and instrument enhancement together with fin and stabilator changes. Details are as follows:
Length: 23ft 9ins (7.2m)
Height: 7ft 3ins (2.2m)
Weight: 2447lbs(1112 kg)
Approx. **Fuel cap:** 187 ltr
Wingspan: 35ft (10.6m)
Powerplant: 1 x 160HP Lycoming

Editorial Information

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