

SHOREHAM AIRPORT NEWS

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JANUARY 2001

HOW IT USED TO BE

Last January we published an article on budgetary plans

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The site where KB Aviation now stands

made for completion in the year 2000. Of the seven items we listed four have actually been completed. The Thomas Collection was moved from a site adjacent to the Terminal Building, KB Aviation relo-

cated to a new building on the South side of the airport and the starter units were completed. I'm not sure whether one could say that commercial flights was implemented or not, I let you draw your own conclusions about the Sky Trek fiasco (not the airports fault I hasten to add) - however commercial flights have not been ruled out and we will keep you informed. Of those items still outstanding most of these will be completed this year and include the construction of new buildings for the following: Sivcraft Engineering's Piffard Building, PremiAir, Bonner Engineering, Eastern Helicopters and a new hangar for Andrew Eadie's War Bird Flying enterprise. Additionally this year should see the widening of the exit onto the A27 to enable two lanes to exit, one left and one right (this ought to help!) and the improvement of the Southern exit by installing a submersible pump under the bridge.

New PAPI's are planned, and also a new illuminated wind-sock. Work is now complete on the new taxiway lighting on the K taxiway and this should be up and running shortly.

Plans are in hand to redevelop the main hanger area although I believe this may not be completed in the current year, again we will keep you informed.

All in all, floods excepted, I think last year saw a good year for the Airport.



Site prior to starter units

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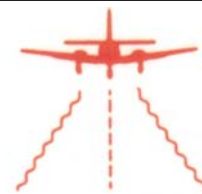


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CAA Approves Local GP as AME for Professional Pilots

Local Lancing GP, and Shoreham based C 172 private pilot, Dr Andy Tobias, has recently received approval from the CAA to carry out JAR Class 1 renewal examinations for professional pilots, and also CAA Class 1 examinations for those professionals such as ATCO's who have not yet been brought into the JAR System.



attending a course at Kings College London. He passed the final examination which

Starting as an AME for private Pilots in July 1999, Andy had carried out some 150 Class 2 examinations, before

allowed him to qualify as an AME for Professional Licence holders. The high spot of the course, he says, was having a "flight" in the left-hand seat of a BA 747-400 simulator where he flew an ILS approach into New York and only frightened the other occupants "a little bit."

Andy has been a GP in Culver Road, Lancing since 1990. He learned to fly in 1992 with the Mercury Flying Club (Where PremiAir is now), and Air South when

Mercury closed down. For several years he had a share in a Piper PA- 1 5 Vagabond before getting fed up with handswinging props and bought into a C 172 Group. Last winter he obtained both a Night and IMC rating with The Flying Hut and now has about 250 hrs in total.

Appointments for private and professional pilots can be booked through his surgery telephone number **01903-753279**.

Request Taxi for Leicester

Leicester airfield lies about 4 miles East of the city and boasts no fewer than five runways, three of them asphalt, so winter wind and rain do not pose much of a problem. It is the home of the Leicestershire aero club, established way back in 1929, who run the airfield. There is a restaurant upstairs in the clubhouse with panoramic views over the airfield.



We followed most of our

recent track to Nottingham, routing via MID, WOD, WCO and DTY. Funny how often it rains just as I am passing Daventry, probably something to do with the high ground around those parts.

The airfield was easy to spot. Our ailing ADF even managed to point towards the "LE" and with a brisk wind blowing from the NW we joined left base for runway 33. This turned out to be a little premature as the traffic ahead, another C152 (with instructor) managed to overrun the 490m runway and had to be retrieved with help from the fire wagon. After ten minutes delay we repositioned and landed - see photo. We were the first visitors of the day, even though it was already well into the afternoon.

The landing fee was £7:50 with fuel costing a little less than we are used to. Incidentally, at weekends the landing fee is £5 regardless of aircraft type and even this is waived with an uplift of 25 litres or more fuel.

Both meal and view in the restaurant were excellent, although we only just made the 14:30 time limit for last orders. We chatted to a local pilot about the relative merits of ATC and A/G environments (Leicester is A/G). Apparently when runway 10 is in use visitors from ATC fields show poor judgement deciding when it is safe to backtrack when the circuit is busy. Club members man the A/G radio at weekends on a rota basis so I guess he said this from a position of knowledge.

The return to Shoreham was uneventful - it wasn't even raining at Daventry. Hopefully Santa will have bought me a flight guide for Christmas, full of new challenges. In the meantime here's wishing you all happy flying in 2001.

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TO PORTUGAL WITH TEE GEE

by
Lewis Watteau

FINAL PART

In our search for an adventure in the last issue of SHOREHAM AIRPORT NEWS, we wrote PART 2 about some of the events of our 'journey to Portugal during the five week period September through to October this year. Having left Portugal for Spain we duly arrived at Almeria. This is an area of Spain known in various circles as the Costa del Plastica. Without any guidance as to why it is called so, gave rise to considerable humorous remarks, most of which turned out to be wrong. Our flight entry into the area was from Seville control who guided us through commercial traffic and on towards Almeria. One suspected that they were intrigued as to why a "G" reg was crossing the mountains to Almeria from Cascais. As the high ground was high we approached Almeria along the coast out to sea some three miles. It was

then that we discovered to what Costa del Plastica refers. The Almeria region is very extensively laid down to a market gardening industry that grows Spanish Tomatoes. There are many thousands of acres of PVC greenhouses - hence the name! When you fly over it there is more plastic than ground - a sight to see. We stayed over for a few days at a small port called San Jose. This was lovely but had little or nothing to do with flying. A watch on the weather was kept through the BBC world weather service so that we could decide where to next. A weather pattern was building slowly in the Atlantic and it was decided that we would move on to Alicante. We were told that no light aircraft were allowed into Alicante unless you are a visitor. As we qualified we completed the paperwork and moved on. An uneventful journey except that we were put on "Hold"

for nearly half an hour for commercial traffic to clear. About ten days were spent in the Alicante area which was a pleasant interlude interrupted again by the weather moving slowly towards us. This caused us to consider the Balearic Islands out in the "Med". We opted for Menorca. The route was planned passing Ibiza and Mallorca. Flight plans made and accepted we set off with the weather hot and the visibility at about two nautical miles. The route planned to pass overhead IBA VOR. We called for entry clearance, which we got with a height to not exceed 900 feet QNH. With a listening watch (in Spanish) it was noted that there was much activity at Ibiza with one aircraft in particular being under continuous ATC. On consulting SKYMAP it could be seen that we could stay out of Ibiza Control and we diverted away from the intended plan and skirted the lighthouse at Espalmador. As we approached the lighthouse we called control and informed

our intention to be told by a new controller that they had an AIRBUS 320 doing touch and goes and we were inside controlled airspace without permission. Our rejoinder was that we were cleared into the area by Control, we were at 800 feet QNH and we were checking our position using SKYMAP. The reply was complete silence until we were cleared to Palma Control some ten minutes later. No problems with Palma and we eventually coasted into Menorca Mahon. About a week was spent on the island. Two days we were confined to the Hotel to watch the rain. The weather had caught us at last. A very watchful eye was kept on satellite images and at a suitable time we rushed to get away to France where we could deal with things with more confidence. Whilst waiting for take off a very large Russian freighter approached somewhat higher than seemed sensible, disappearing almost half of the 2,350 metre runway before touching down all wheels enough to get full braking. When

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continued from page 3 applied the aircraft disappeared in a cloud of blue smoke from the tyres in the effort to stop in time, which he did with no space to spare! A VFR exit from Mahon puts one ten miles East of the island at 800 feet when one is passed to Palma control for FIS. We could hear them but no reciprocal. Eventually we gave up but heard an Alitalia pilot approaching Mahon observe to Palma - a white light aircraft passing below going North. After an hour flying we called Marseille east to get an immediate concise reply confirming who we were and exactly where we were - it was just like being at home! We landed at Provence, which is like Gatwick with two active runways both in use. Aerad plates gave us the stand number allotted and we parked for another week. The weather was better in Provence but winter was approaching and after a glori-

ous week commitments at home dictated we return before the 19th October. The time came to leave. We checked with Control in the



GA terminal, paid our fees and asked for the EGKA - Shoreham weather. Pardon? came the reply. Sorry the only weather we 'ave is for London or Manchester or Luton. We tried again but got nowhere with it. We had a plan for this! You will bear in mind that Provence was not originally planned as a point of the tour and we only had Aerad for

SID's & STAR'S. We were VFR and given a clearance to a VRP with no idea where it was. We were obliged to confess, to be told - OK just fly

ATC's in France, it was a change. Coasting out at Le Havre we were put down in the soup to stay clear of airways across the channel. I must say it is always nice to hear Shoreham ATC when one has been away. They weren't as busy this time but efficient as always. The return from Marseille took exactly four hours with a ground speed of 175 knots on 145 litres! Wow. We arrived back on the 19th October and it has rained ever since. Sorry for that.

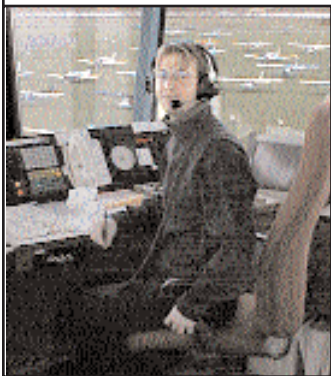
Altogether a memorable adventure and one that we can heartily endorse to anyone with a yen to do something different

We have plans for this year for Venice, Greece and maybe Cyprus. If there is time we will fit in the Shetlands, Eire and Holland. We will let you know.

South to the coast and turn West! With full tanks this is what we did. Once clear of Provence and enroute we climbed to FL125 and called Avignon requesting the Shoreham weather -standby one - then we got what we required. The rest of trip was uneventful except that we have never spoken to so may

WHO'S WHO IN ATC?

We are beginning a new series on who's who on the airport and we start with Air Traffic Control. This month it is Darren Hudson's turn. Darren, has been at the air-



port for almost 4 years and we feature Darren first because he is about to move

on and he explained why. He said he has thoroughly enjoyed his time at Shoreham but he felt it was time to gain more experience. He takes up a new post at Blackpool airport in three months time, Darren said, " It is a similar airport to Shoreham but with three runways and more jet aircraft although the movements are about the same". He explained to me that theoretically he could work at any airport in the country but Air Traffic Controllers, like pilots, have to be examined on "type" so each change is a new "type rating" on ones CV. We wish Darren every success in his new post.



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