

SHOREHAM AIRPORT NEWS

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TRIPLE CELEBRATION

Not only was it a 30 year celebration of service with the airport for John Haffenden and John Pennett, it was also the 30 year anniversary of the airfield coming under the direct control of the now, Brighton and Hove City Council and Worthing Borough Council. The picture shows John Haffenden holding the celebration cake. John Haffenden joined the airport under council control as an air traffic trainee, rising to become Senior Air Traffic Controller. About 8 years ago he was



appointed as General Manger although he still maintains his air traffic control duties, helping out when necessary. He said that the airport had been a millstone around the local authorities' necks because it

didn't make any money but it has been turned round and it is now buzzing. He also pointed out that there is a close relationship with Ricardo Consulting Engineers, which straddles the airport and between them they are one of the biggest employers in Adur. John Pennett joined the airport as a member of the fire and rescue unit following service as an aircraft fitter with Beagle Aircraft, the previous airfield operators. He

retires from the fire and rescue unit next March but hopes to return as a member of the airport maintenance staff.



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Request Taxi for Shobdon and Ledbury

by

Richard Vincent

Shobdon airfield lies about 15 miles NW of Hereford and nestles under the Welsh hills in beautiful countryside. The distance from Shoreham is about 135 miles.

Our routing took us via MID,



Finals for 09 at Shobdon

direct CPT, then overhead Kemble in order to avoid the Lyneham and Brize Norton Class D airspace (I have found them rather protective of this on a weekday) and finally direct to Shobdon. It was a beautiful day with good visibility and the views of the Severn estuary and the Welsh hills in the distance were stunning.

Arriving from the SE the airfield was partly hidden behind some trees and we did not positively identify until we were quite close. We joined

downwind for 09 and did our best to follow the published, rather wide, noise abatement circuit. The 840m long asphalt runway is part of an old much larger runway which makes it look rather narrow (see photo). The club

had good facilities and delicious bacon butties, which we ate outside in the sun.

Our departure was a little delayed as the airfield was due to be "attacked" by four tornadoes and five F16s (from Belgium). This turned out to be fairly spectacular as they arrived from three different directions swooping low over the airfield. Apparently this happens a few times a year and is one reason why a phone call before departure is worthwhile before visiting Shobdon.

We left Shobdon reluctantly and set course for Ledbury a private strip some 20 miles to the Southeast. The GPS was obviously struggling (this aircraft has not yet had a proper aerial installed) and it became quickly apparent that I had come to rely rather heavily on it - falling back on visual navigation certainly got the adrenaline flowing.

Fortunately, the town of Ledbury came up right on cue and following a couple of roads (courtesy of an OS map) led us to the strip, which had been recently mown and was easy to spot. An uneventful landing on 07 showed that the surface was

away towered visibly above circuit height! For those looking for refreshment a pub is situated a short stroll away across the fields.

Passing 500 feet on take-off from Ledbury we confirmed that Hercules really do fly at these heights, spotting two about a mile away. Fortunately they were already turning away from our track. The rest of the journey home was uneventful except for a transponder failure that resulted in the standard 7000 squawk being received by both Lyneham and Brize as 7700. This elicited a different reaction to the increasingly common "standby I will call



Finals for 07 at Ledbury

good with only gentle undulations. The 800m long runway with clear approaches makes this a safe strip, although a TV mast only about 1.5 miles

you"! This was an excellent day out that I would thoroughly recommend.

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Express Export Services Ltd.

Another successful airport business is featured this month --

-- Express Export Services Ltd. located on the first floor of the Southern Flight Centre building. Malcolm Craig is the Managing Director and I interviewed him in his office overlooking the airfield. Express Export Services Ltd. opened an office at the airport in February of this year and Malcolm, who lives in Steyning, said "this is much better than commuting to London. It is also more



Managing Director Malcolm Craig

refreshing to look out over the Sussex country side than

over the London skyline. Since opening the office here business has increased even though we have not as yet marketed the West Sussex area. We are looking forward to doing that and serving the local community. The more successful we are, the more the local community benefit through more jobs and better prosperity."

So what do Express Export Services do? They

arrange transportation of goods to anywhere in the world, and 'goods' can mean absolutely anything of which you could possibly think. Express Export Services Ltd. have been in business since 1972 when they opened an office in Wardour Street, Soho, which at that time was the heart of the British Film industry. The location was chosen because they transported a lot of media equipment for both television and film companies. Today the majority of goods is commercial rather than media based but with more than 20 agencies worldwide business is continually growing. It is true to say however that 80% of their business is UK based. Malcolm said, "However if someone rang up and wanted something transported from Outer Mongolia to Australia we could do it!"

There are four staff in the London office, which is connected to Shoreham by high tech telephone lines, and

Malcolm said you could think that the office was just next door, communication is so easy. He feels that the company will serve the local area well as there are a lot of international organisations based locally. Being located on the airport is good for business and Malcolm is of the opinion that if they had located to an industrial estate instead the business would not have worked. "The co-operation of people on the airport has been fantastic", he said, "and what more could any businessman want than to go to the office and look out on this view". At the moment only Malcolm and his partner, John O'Hara are based here, but the company is about to expand; they have just taken two more offices on the first floor of the Southern Flight Centre building and as a result will be taking on more staff. "The sky's the limit", Malcolm said, and given his enthusiasm for the new location together with his commitment to the business, I'm sure it will be. The present turnover of the company, on average, is in excess of £1,000,000 per year. If you think that Express Export Service could help you we display an advertisement giving details of telephone and fax numbers, call Malcolm, John, Phil or Clare. We wish them every success.

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SHOREHAM AIRPORT NEWS -- A SUCCESS STORY

We have been overwhelmed by our success. We are constantly being asked to increase our circulation and extend into Brighton Hove and Worthing. This would mean a print production of around 5,000 copies each consisting of four pages.

Started in January of 1999 as a single sheet newsletter, kindly sponsored by C DUGARD Machine Tools and advertising from the flying schools on the airfield, 500 copies were distributed. In our first year we successfully launched the Millennium Clock Appeal to see a new clock installed for the beginning of the new century. Advertising grew and it was soon necessary to increase the number of pages from two to four, at the same time circulation was increased and distribution off the airfield was commenced. Feed back tells us that SAN is well received and readers look forward to each edition. As some of you will be

aware we do have readers in Australia, although this fact, I am sure, would not be of benefit to our advertisers! SAN is also published on the Internet and research shows that people read the publication from America, Canada and Europe.

Once again we have been asked to increase our circulation, copies in Reception (currently the main area for distribution) do not last much more than two weeks. In order to achieve greater circulation it will be necessary to have Shoreham Airport News printed commercially. The advertising revenue would not support this cost and therefore to achieve this aim we will require serious sponsorship from industry and business.

Any business interested in sponsoring the newspaper should contact the Editor, Geoff Blackburn, on either 07931 120261 or 01444 412776

Shoreham's Senior Fire Officer

Paul Booker is the Senior Airport Fire Officer at Shoreham. He is married with two children and lives in

Cranleigh. So you could say that Paul is a firefighter for 24 hours per day, 7 days per week! But he does enjoy his job.



Paul Booker with Rapid Intervention Vehicle

Paul asked if we would point out that his staff are multi-tasked, they cut the grass and carry out general duties around the airfield as well as serving fuel. They do try to keep waiting times to a minimum, but if you are unfortunate to be at the fuel pumps at the wrong

time, when staff are elsewhere please be patient. He also said that if you need to speak to him with a grievance please feel free to talk to him.

Cranleigh in Surrey. He came to Shoreham in April 2000 initially on secondment from Dunsfold, when his predecessor, Arthur Smith, was on extended sick leave. Arthur retired on medical grounds and Paul became the new SAFO in January of this year.

Paul served at Dunsfold for 20 years before he came to Shoreham; he has also served for 25 years in the Surrey Fire Service as a part-time firefighter and is currently Officer in Charge at

time, when staff are elsewhere please be patient. He also said that if you need to speak to him with a grievance please feel free to talk to him.

Dr ANDY TOBIAS

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