

SHOREHAM AIRPORT NEWS

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Is it a Space capsule?

No it's the latest acquisition by PremiAir Flying Club, it is a full motion simulator. It can be used as an aviation, driving or leisure simulator. It is fully air-conditioned and has two comfortable seats with safety straps. For safety



reasons the operator has control of a video camera so that the occupants can be observed at all times. The equipment was manufactured in Littlehampton by Intersim, a specialist simulation company. They provide simulators using commercially available computers, coupled with Intersims motion and capsule systems, to produce a cost effective full motion simulator. The system was launched in 1998 at the Farnborough Air Show and is now used by the RAF to train flight engineers at RAF Cranwell. The simulator is located in the PremiAir Engineering hangar and anyone wishing to know more should contact PremiAir Flying Club.

PremiAir Engineering is now up and running and several well-known engineers have returned to Shoreham working with PremiAir. For those who know them they are: **Dave Tang** fixed and rotary, **Dave Swain** and **Mark Williams**. The contact numbers for PremiAir are shown in their advert on back page.



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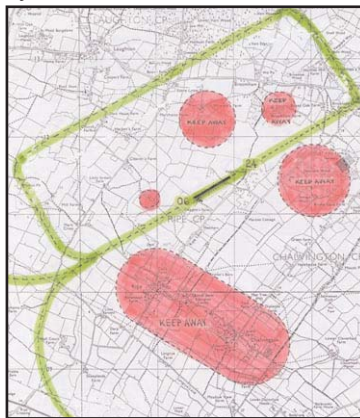
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DEANLAND

During a recent conversation with David Brook, co-owner of Deanland Airstrip, the conversation naturally turned to aviation and what David told me has prompted this article. It appears that some Shoreham based pilots have been flying into Deanland with out permission. David said "PPR for Deanland is mandatory and for those who do not know what PPR means - it is Prior Permission Required. The strip is not always manned so it is important that the PPR is obtained by phone and whilst obtaining this permission instructions on landing and circuit patters can be given". This is most important because not every one has the same feelings about aviation as we do; in fact some of the neighbours of Deanland are quite anti General Aviation. It is important to keep open as many sites as possible and by respecting the rules advised by private strip owners we not only fly more safely into strange fields we are also helping the owners to keep

their strips open. The question of noise and neighbours brought David on to his next subject: aerobatics. Pilots rightly select areas of low population to practice aerobatics but the area surrounding Deanland strip and the village of Ripe seem to be a magnet for such activities and of course any aircraft in the area has to come "from that damned airfield down the road" So David did ask if pilots practicing aerobatics would make sure that they are clear of both the airfield and the village of Ripe.



Circuit map and "no-go" areas at Deanland

It is incumbent on all pilots to exercise their privileges in a responsible manner and be concerned about private strips which are very sensitive areas when it comes to planning permission. If we abuse our privileges we will eventually help to get these strips closed. If this is what you want fine,

rather they stayed open so please let us all obey the rules, play the game and help to keep General Aviation in the "good books" of the general public. The following is extracted

from the Deanland web site, which can be found at <http://www.deanland-airfield.co.uk>. "All visitors and resident owners / pilots at Deanland must respect the environment by, for instance, removing waste from the site

for appropriate disposal; wherever possible, the environment of the Airfield and the surrounding area should be enhanced. All aviation activity to, from, and at Deanland must be conducted in the most noise-sensitive manner possible. Compliance with all Noise Abatement Procedures is mandatory. Full details of the procedures can be found on the 'Airfield Details' page. Suggestions and feedback on these topics are especially welcome, and should be directed to us as appropriate. Details of how to make contact with us are posted on the 'Contacts' page." The map, also taken from the web site, shows circuit joins and areas of a sensitive nature. Anyone proposing to fly to Deanland would be advised to look at this site before flight, in addition to contacting any of the telephone numbers shown below.

The telephone contacts for Deanland are:
 01323 811410
 07785 316368
 01293 429802
 01273 400768
 01903 744379
 Fax: 01293 429836
 email: david@mitsubishi-gatwick.co.uk.

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WHERE AM I GOING?

The Royal Institute of Navigation is holding a Presentation at Shoreham Airport on the 28th March at 7.00pm. Subjects to be covered will include Pilot Navigation, Maps and Charts, Satellite Navigation and Meridian Flight. The meeting is to be chaired by Ann Welch ATA war-time pilot and well known author of many aviation related books. Entrance to the meeting is free and the venue is the Main Building Restaurant. Claudine Bloom is the local

representative, she said seating is limited but she can be contacted for reservations on **01273 550519 or on mobile number 07860 461645**. Claudine told us that this is the first time a meeting has been held outside London and they are expecting a good turn out. Speakers will include **Arthur Creighton, David Broughton and John Gentleman**. Membership of the Royal Institute is available to anyone and packs about the RIN will be available on the night.

Request taxi for Newnham

by
Richard Vincent

One of the new strips to appear in the AFE flight guide last year was Newnham, situated about 3 miles NE of Baldock. This microlight site promised an extravagant 750m of undulating grass with a hanger positioned at the West end actually on the runway. Something prompted me to check the coordinates by looking for the strip on a 1:25000 ordnance survey map and my suspicions were immediately aroused. The coordinates seemed to be about half a mile out - nothing too unusual in that - but in order to make the flight guide picture fit the map the length appeared to be more like 500m. This put the hanger on the 27 threshold in the class of an obstacle to be respected especially as we would be taking off on 09. Nevertheless, when phoning for PPR the owner insisted that the published length was correct, although he suggested that the width might be less than the 15m indicated.

We traced a familiar route -

MAY, Tonbridge, Dartford Crossing, LAM, BPK, NE corner of Baldock and then on to Newnham, which we found without too much trouble. A distinct pattern of trees about 250m short of the 09 threshold and a tall hedgerow outlining the Icknield Way at the other end in addition to a small hanger confirmed our siting. We landed on 09, using about half of the runway.



Finals for 09 at Newnham

As it happened we arrived shortly after the accuracy of GPS had been enhanced by turning off Selective

Availability so we took the opportunity to taxi from one end of the strip to the other only to discover that real length was indeed just a little over 500m. We also noticed two obstacles right on the edge of the runway - a post about 4 foot high and an anemometer on a second small post. Although they looked frangible I judged them to be well capable of inflicting a wound on the

leading edge of a low wing plane at landing speed. I mentally noted another advantage of flying a high wing

Cessna.

With a hanger at the far end the take off concentrated our minds. I resolved to continue to add the CAA fudge factor (1.43) to account for less than perfect engine and pilot performance on take-off distance.

We went on to visit the strip at Top Farm just a few miles to the North with its smooth flat surface where we met the owner of one of the handful of aircraft based there. On hearing that we had just come from Newnham he remarked "I don't think its as long as the owner says" and proceeded to make us a cup of tea! I cannot totally recommend Newnham, for one thing it is in the middle of nowhere with little scope for a pub lunch and the obstacles on the edge of the runway are a worry. Nevertheless, if you are passing that way and are lightly loaded it is one of the less common strips to have in your logbook.

This month it's Andy Cook's turn in the spotlight. Andy is an Air Traffic Control Assistant and anyone who visits the airport will recog-



Andy Cook in ATC at Shoreham

WHOSE WHO IN ATC?

nise him as he is often seen visiting the flying clubs on his break periods.

Andy has always been an aviation enthusiast and joined Shoreham Airport as a temporary assistant controller in 1981. He worked during the summer periods and at busy weekends until 1984 when he left to work for a Worthing based photographic company.

He returned to Shoreham in 1990 as a full-time Air Traffic Control Assistant a post that he has held since then.

Although Andy does not hold a pilot licence he has flown in more than 59 different type of aeroplane from commercial jets to balloons and an airship.

As an aviation enthusiast

Andy provides the air movement information to certain aviation magazines and a web site and in his spare time likes visiting other airfields. He has listed more than 70 in one year and lists in excess of 40,000 aircraft. As an Assistant, Andy's duties do not involve controlling aircraft but, prior to 0830 local, he does provide aircraft with an ground/air radio service that is PPR only.



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LETTERS TO THE EDITOR

I write to you direct as the editor of the Shoreham News to give credit where credit is due, to one of the flying schools based at your airport. Last June 2000 I was given a trial-flying lesson as a birthday present. I took the air

with James Crabbe of the Sussex Flying Club, the lesson was so interesting and informative that I signed up immediately to take the whole course to gain my PPL. Since June, throughout the winter months I worked my way through the various ground

exams and flew under the instruction of James, Neville, Miguel and Jonathan. I have to say the high standard and professionalism of their training and instruction made the course most enjoyable and educational.

Last weekend I took my final skill test and have now qualified for my PPL along with a

night rating. I would like to say a great big thank you to The Sussex Flying Club, they are a superb asset to the operation at Shoreham Airport, I look forward to many happy hours of flying to and from Shoreham with a very safe and organized flying club. Thank you.

**From Tony Richards
Peacehaven**

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THIS MONTH'S AEROPLANE



DeHavilland DH82a Tiger Moth Mark II

The DH 82 was originally a

variant of the DH 60 with the top wing moved forward and other minor alterations. It was first produced in quantity at Hatfield in 1934 and production eventually moved to Morris Motors at Cowley in Oxford where production ceased in 1945. There was in total some 4500 aircraft made

between the two factories. The majority from Cowley when the move from Hatfield was caused by the war time production of the Mosquito.

Details:
Powerplant 130hp Gipsy Major piston engine
Max. Speed: 104 mph
Ceiling: 13,600 feet
Range: 300 miles
Wingspan: 29ft 4 in
Length: 23ft 11in
Height: 8ft 10 in

It is also interesting to note that at Thrupton between 1957 and 1959 a 4 seat cabin conversion was produced by Jackaroo Aircraft Ltd. This version was fitted with the larger 145hp Gipsy Major 1C engine. Are there any models of this variant still flying? We think not but if anyone has information to the contrary please let us know.



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