



## TANIA CHICKEN: STAPLEFORD STAR

Stapleford Flight Centre goes from strength to strength. The success of the Flying School and popularity of the Flying Club are due in no small measure to Tania Chicken, who passed in August this year.

Daughter of Stapleford's founder, Roger Frogley, and wife of Managing Director, John Chicken. Tania will be sadly missed by her many friends and colleagues at Stapleford. The huge attendance at her funeral in Lambourne Church, within sight and sound of the Stapleford circuit, was evidence of their affection and regard.

No one who met Tania will ever forget her effervescence, infectious enthusiasm and her glamour. Until overtaken by ill health, she was the life and soul of the Clubhouse, turning it into her Bridge Club in the evenings. "You couldn't keep her out of aeroplanes – she always loved flying" said her daughter, Pamela, who is now Stapleford's Chief Executive.

Tania was very proud of the continued family involvement in running Stapleford. She was delighted by her grandson, Oliver (Oli) Colkett, deciding to train as a professional pilot and equally thrilled that her granddaughter, Sophia, is going to university and pursuing a career in fashion.

There has been plenty of glamour in Tania's interesting life. Her Russian-born mother, Sonia Poliakoff, met Roger Frogley when she was learning to fly in the 1930s. He had started the Herts and Essex Flying Club at Broxbourne in 1933. It transferred to Stapleford in 1953 and became a family trust.

Tania, who was born in 1938, took flying lessons but never went solo. Instead she trained as an actress at RADA, appearing in the TV series *Emergency Ward Ten*. She met John Chicken, then a local pig farmer, at a horse show. Both shared an interest in horses. "Although she gave up the theatre she never stopped being an actress. She created mayhem wherever she went", says John.

Roger Frogley persuaded him to "Pack up farming and stop messing about with pigs". With Tania's help, John took over the day-to-day running of the airfield in 1969. Tania took over the Clubhouse and was closely involved in the reception and office, engendering enormous affection and loyalty from her team. Her love of flying was never shared by John: "We Chickens don't fly. Someone has to stay on the ground and run the

business. I leave flying to the experts." says John.

Air taxi work in the early years provided Tania welcome exposure to celebrities and stars, such as Joan Collins, Cilla Black and Jimmy Hendrix. A photo taken with OJ Simpson remained on her mantelpiece the rest of her life. At school at Heathfield she shared a dormitory with Princess Alexandra, and they later renewed contact and reminisced about school days.

Tania Chicken lived life to the full and continued to provide care for John with his health problems and much valued support for the wider Stapleford family of staff, club members and students past and present. From all of us: Thank you Tania. We will miss you.



TANIA CHICKEN PRESENTS WINGS TO LYNDSEY WESTWOOD

### NIGHT LIFE

Night Flying at Stapleford is in full swing on Wednesday and Sunday evenings from sunset onwards, so now is the time to book lessons for that Night Rating. This requires theoretical knowledge instruction and at least five hours flying at night - three hours with an instructor, a short cross country navigation exercise, circuits and emergencies and five solo take-offs and landings. There is no test and no renewals are necessary.

If you already have a Night Rating, now is the time to book some night flying. Don't forget that if you are carrying passengers at night, one out of three take-offs and landings within the preceding 90 days must have been made at night to meet your currency requirements.

## PILOT'S EYE VIEW – AWARD WINNING PHOTOS

Flights by Stapleford pilots and their passengers have inspired some amazing aerial photography with many outstanding examples among the 30 entries submitted by ten pilots for the *Take Off* photography competition.

The competition was judged by leading professional aerial photographer, Ian Hay of Above All Images, who regularly works with Stapleford on photo flights. Ian has provided his comments on each of the winning entries.

### The winner - Paul Ponting

*A great shot with a huge dynamic range. Unlike most pictures taken from an aircraft where the wing just gets in the way, the photographer uses its reflective surface to enhance the image, bringing the colours of the sunset right into the camera lens.*

A dramatic photograph of Mont Blanc also by Paul Ponting attracted critical acclaim from Ian Hay.



EVENING RETURN FROM TATTENHALL, TAKEN BY PAUL PONTING IN G-ZANY (DA40)

### Second - Amy Chau

*Any air to air shot is difficult, with the added danger of two aircraft in proximity. The photographer has managed to almost join the aircraft together, both with the prop but also with the angle of both aircraft. A sloping horizon adds a dynamic element to the image.*



TAIL GATING, BY AMY CHAU, TAKEN ON A FORMATION FLYING DAY AT CRANWELL

### Commended - Keith Cullum

*This image is superb; a great balance of colour, dark and reflection.*

### Commended - Oli Colkett

A photograph of Isola di Giannutri, off the Italian coast, taken by Oli Colkett when bringing a new Tecnam home to Stapleford, and published in the autumn issue of *Take Off*, also attracted commendation from Ian:

*The image captures a calm sunny scene with a storm brewing on the horizon. Lovely balance of colour and depth.*

The prize is either a photo flight over London or a bottle of champagne.



CITY STORM BY KEITH CULLUM, TAKEN IN 1996 FROM A ROBIN HR 100/210 (G-BLWF), SCANNED FROM A 35 MM PRINT.

## STAPLEFORD RE-LAUNCHES PPL GROUND SCHOOL



Long standing PPL instructor Shaun Easton has recently identified a need for ground-school classes for PPL students. Stapleford previously offered a weekday, 5 day course or evening classes but found that many students preferred home study and as such these classes became redundant.

Over 2016 Shaun has been approached by a number of PPL students requesting ground-school classes and is of the opinion that the demand is there and that much better exam grades can be achieved leading to a higher level of theoretical knowledge which underpins the practical side of the course.

Deputy Head of Training, Brian Peppercorn, says "Shaun is one of our most experienced and most valued PPL instructors. If he says he can provide a more successful outcome for our PPL students in terms of their theoretical knowledge, then who am I to argue! It is all well and good being a good handling pilot but the theory side of the course is as important for the safety of all airspace users."

Stapleford will be publishing a list of evening dates and subjects with the objective of covering the whole PPL theory syllabus over a 3 month rolling period with a two hour class every Tuesday or Wednesday night, dependant on demand. Bookings for the weekly classes can be made with reception and will be charged at £24 per week, bookable and payable individually. Students can book for the entire course or just the subjects they need help with. The sessions will commence in February 2017 and be held in our ATPL TK classrooms with their hi-tech presentational aids.

Look out for the posters, emails and SFC social media sites for more details.

## FROM THE RIGHT-HAND SEAT

**In the second of his series of articles directed at students aspiring to gain a PPL, as well as the more experienced qualified aviator, Roy Copperwaite focuses on Practice Forced Landings (PFLs)**

When was the last time you performed a PFL? This is a question we often ask when a PPL or CPL is looking for a club check or a 1 hour bi-annual with an instructor. Usually the answer is: "When I last went up with an instructor." That could be up to 2 years ago.

If you are worried about getting lost after completing the PFL then plan a route to some larger features. How about Colchester or Maldon? When in sight, cut the power (carb heat on) complete the PFL and then pick up the feature and continue en route.

If you are rusty with checks, forget them initially then bring them in during later attempts, but always remember to warm the engine every 500ft during the glide. And, most important of all, Rule 5 – higher ground is always more difficult to see from 2,000ft, and there is always a house tucked away in the corner of a field.

Why warm the engine? Certain parts of the engine will cool quicker than others. When subject to large power requirements, such as a go-around, this leads to stress and cylinder cracks. Carbon build up on the plugs needs clearing and continuous cooling will make the carb heat less effective.

The process:

1. Carb heat; close throttle; best glide speed; choose a field into wind, plan your descent
2. Restart checks. Warm engine
3. Mayday call. Warm engine
4. Shut down checks. Warm engine
5. Passenger brief

Don't lose sight of the field.

So, in answer to the original question, it would be nice to hear "Yes I did a PFL about a month ago".

Give it a go.

**Editor's note: And this is exactly what I did do, with Roy alongside to guide me!**

### CHRISTMAS GREETINGS FROM EVERYONE AT STAPLEFORD WISHING YOU CLEAR SKIES AND HAPPY LANDINGS IN 2017

Christmas presents for aviation enthusiasts are on offer: Trial lessons (£79 for 30 minutes/£159 for an hour) and aerobatic experiences (£109 for 20 minutes), Pleasure flights over London (£215 for up to 4 people for 30 minutes) or flights over Essex (£240 for 1 hour); flying a business jet in the cockpit simulator (£69 for 30 minutes, £99 for an hour).

A range of flying accessories can be purchased from Gerran Aviation at the airfield. And for kids of all ages don't forget that irresistible Pilot Bear, Stapleford Ted (£8.74).



PETER HAMMOND

## PETER HAMMOND – A TRIBUTE

**Stapleford Instructor, Ian White pays tribute to his father-in-law, Peter Hammond who sadly passed this autumn**

Peter was a man who lived life to the full. He had a great passion for flying and did so at every opportunity. He loved the freedom flying gave him and the experiences he could share with others.

He obtained his PPL in 1999, tested by Alan Turner in G-GBTW. Soon after he invested in G-BEHU, a Seneca II, which he kept at Stapleford. Peter's energy and enthusiasm spread throughout his family, his children and grandchildren were regular passengers and his granddaughter, Robyn Buisson, went on to study for her PPL while I became an instructor at Stapleford.

Peter had many flying adventures. He regularly flew to charity events in Guernsey and Ireland with his wife, Joyce, and friends including Lorraine Chase, Mike Gatting and Robert Powell to name but a few!

Peter was very good at rescuing stranded travellers. When the Ash cloud struck, he flew G-BEHU to Spain to pick up a senior masonic member. He was quick to go to fetch his daughter, Thea, and friends from France when they missed their flight.

Peter enjoyed being able to give and flying offered him that opportunity to donate his own pleasure flights over London for disadvantaged children proudly piloted by him. He was a popular character at Stapleford and an active member of the Aeronautical Lodge.

He will be greatly missed by all who knew him and the skies will never quite be the same without him.

Our family would like to express their thanks for all the support and kindness from their friends at Stapleford.

## SUCCESS STORIES

Congratulations to all students who have flown their first solo and to those who have recently achieved their PPL:

**First Solo:** Sarah Ambrose, Leo Choi, Jonathan Coles, E. Devascons, Scott Harris, Hidetoshi Kamiya, Muhammad Khan, Oscar Laing, Andrei Moldovan, Hugh Morgan, Inshal Mighal, Chandra Nauth-Misir Patel, Alex O'Connor, Hamza Shaikh.

**Skill Test:** Anhar Ali, Jonathan Coles, Henry Dennis, Nick Garland, Hessam Ghoreiski, Florian Keller, Adam Knee, Craig Langham, Chun-Kit Liu, Maxim Morozov, Ismael Gonzales, Thomas Savage.



SARAH AMBROSE

## ELTS OR PLBS NOW COMPULSORY

All training and club aircraft leaving the circuit are required to carry either an Emergency Locator Transmitter (ELT) or a Personal Locator Beacon (PLB) to conform to new EASA legislation.

Every Stapleford aircraft now has a PLB fitted in a pouch containing the PLB, aerial and instructions. It has a tie lock across to ensure the pouch and its contents remain in the aircraft and do not end up someone's flight bag!

A part of EVERY pre-flight check includes confirming the PLB pouch is on board and the tie lock is unbroken. The units have 5-year battery life and the hangar will check serviceability during routine maintenance.

Many pilots already have their own PLBs, but should remember that batteries do need recharging.

TAKE OFF is edited by Sue Rose ([suerose.pr@hotmail.co.uk](mailto:suerose.pr@hotmail.co.uk)) and designed by John Pasche. Please do send us your stories, your photos and your ideas.

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