



REX AND KEITH'S RALLY - SPOT ON!

Pilot skills were seriously put to the test when 18 intrepid aviators took to the skies over Essex to compete in an enthralling Photo Rally and Spot Landing Competition in January. Take Off Editor Sue Rose describes the rally from the "right seat" as navigator for Amy Chau in a PA 28 (GPJCC).



DHIRU SOMAIYA'S SPOT LANDING RIGHT ON TARGET

The eight pilots with their navigators were provided with five grid references to enable us to plot a route on SkyDemon or Garmin, and nine aerial photos of landmarks for us to identify. On returning to Stapleford we were further tested by a spot landing competition.

The event, originally planned for late December but postponed by poor weather, was meticulously organised by Rex Levi and Keith Cullum with the assistance of Lucie Harrison. The emphasis at all times was on good airmanship.

Amy and I knew we were up against some really strong competition, but we were both delighted to take part, to have successfully flown the course, spotted all the landmarks – even if we didn't identify all of them correctly. We certainly learnt a lot from the experience.

Our route took us north east past the disused airfields at Boreham and Birch, then east towards Colchester and the coast near Walton-on-the-Naze before turning south to count wind turbines off Clacton and enjoy spectacular Blackwater estuary views. The home run took us via Tiptree and Chelmsford. Amy flew with precision, but deteriorating weather forced us to make some diversions on the final leg to keep clear of cloud.

On returning to Stapleford even greater precision was required to land on as near as possible to the marked "spot" just beyond the numbers on 21L. Each landing was videoed and some notable performances were recorded. Alas our otherwise copybook approach and landing right on the numbers fell just short of the required spot.

Over a welcome lunch of bacon or sausage rolls in the Clubhouse the results were announced and prizes awarded. Congratulations to joint winners:

- Dhiru Somaiya (pilot) and Bernie Reddan (navigator) in N89GH (Cirrus SR22)
- Jack Harper (pilot) with Bea Morrison and Mike Harper in G-JAKS (PA 28)

Third place went to Oli Colkett (pilot) and Alex Robertson (navigator) in G-OLIC (Tecnam P2008).

Dhiru was the only pilot to land right on the line in the spot landing, while Oli and Alex alone achieved full marks in the photo competition. Well done both crews!

Big thanks to all those on the ground who helped make the event possible: to the fire crew who helped greatly with the spot landing setup and running; to Ray Reddin in the Radio Room, and the Stapleford Flight Centre for letting us take over on a busy Saturday. Thanks to all the participants the event raised £280 for Herts and Essex Air Ambulance, while providing us with a most enjoyable and worthwhile flying experience. Rex and Keith - please can we have another rally next year!

SUCCESS STORIES

Congratulations to all students who have flown their first solo and to those who have recently achieved their PPL. Wishing them all the best for their future flying.

FIRST SOLO:

James Casey, Masoud Ranjbari, Stephano Sparcio, Josef Tunbridge.

SKILLS TEST:

Anas Abbo, Anthony Boag, Martin Ellul, Thonatan Espinosa, Zak Puah, Mohammed Talha.

MAKE FLYING SAFER: ANY PROBLEMS – TELL GREG

New Safety Manager Greg Wills steps up procedures to make Stapleford a safer place in the air and on the ground. If you are involved in any potentially hazardous situation – report it to Greg.

Greg Wills, a familiar and friendly face on the Operations Desk and instructor on the ATPL ground school programme, has been appointed as Stapleford's Safety Manager, with the task of raising awareness and implementing reporting systems to promote safety in the air and in the vicinity of the airfield.



GREG WILLS, SAFETY MANAGER

“Safety is of paramount importance to Stapleford”, says Greg. “It is essential that those involved in any potentially hazardous incident in the vicinity of Stapleford, either in the air or on the ground should immediately complete a reporting form. Posters on display around the airfield provide all the necessary information. Reporting forms are available at Reception or online on the Stapleford website: www.flysfc.com under Tools then SFC Hazard Reporting. We have even provided a QR code to scan to easily access the form.

“All incidents are logged. The reports enable me to investigate the circumstances and liaise with the relevant departments on the airfield, where necessary referring matters to the Head of Training, Colin Dobney, CFI Jon Onsloe, the Maintenance Department, or other appropriate members of staff, so we can take the appropriate action to prevent further problems.”

Greg has done all his pilot training at Stapleford. He began flying at the age of 14, got his PPL in 2009 and completed his commercial pilot training in 2013. He has been combining his time between work in Operations with teaching on the ATPL ground school course – and doing some flying when he gets the chance.

FAR FLUNG FLY-OUTS

Following on Stapleford's popular 2018 programme of fly-outs – the most adventurous ever - there are plans afoot for an even more varied and far-reaching programme for 2019, with a mixture of short day trips, overnights and three to five-day visits to distant parts.

Instructors James Lee and Mark Cozzolino, the fly-out organisers, have announced a well-varied programme, to suit all tastes and all purses, beginning on April 9 with a trip to Reims, via Calais for clearing customs. From May onwards there will be one short trip, and a selection of much longer trips to as far afield as Poland, Eire, Pamplona (Spain), Croatia and Bosnia, and a 5-day Central European.

Fly-outs offer a great opportunity for hour-building, for getting cross-channel checked, for currency checks, or simply the experience of flying to a destination further afield in the company of other pilots. Instructors will be on hand to provide a briefing and assist with completion of flight plans and GAR (Customs) forms, as well as cross channel checks.

As usual the short trips will be on the second Tuesday of each month. If weather intervenes to prevent a cross channel flight, then every effort will be made to find an interesting alternative in the UK.



COASTING OUT OVER THE WHITE CLIFFS OF DOVER

New destinations for day trips will this year include St Truiden in Belgium (May 14) and Monchengladbach in Germany (June 11). There are return visits to Texel in Holland (July 9), along with Deauville (August 13), Cherbourg (September 10) and Dieppe via Calais (October 8).

For hour-builders and other enthusiasts looking for logging plenty of hours, James and Mark are planning a five-day **Tapas Run** to Spain (3 – 7 May); a three-day **Baltic Run** along the North European coast to Poland (15 – 17 June) and an overnigher **Emerald Isle Run** to Ireland (29 – 30 June).

In July look out for a two-day **Bull Run** to Pamplona (6 – 7 July) and a repeat of last year's very popular three-day **Dambuster Run** to Germany (17 – 19 July). There is a five-day **Central Europe Run** planned for August. The plan would be for crews to base themselves in Bielefeld in Germany, then take day trips to Berlin, the Harz Mountains, the Frisian Islands, Bavaria, Denmark and further afield. There is a five-day **Balkan Run** to Croatia and Bosnia lined up for September 15 – 20. Those booking for the longer trips will be asked to pay a deposit in advance.

Those interesting in booking up for fly-outs should go to: <http://www.evansabove.us/flyouts.php> or contact James or Mark at flyoustsfc@gmail.com or call Stapleford Reception on 01708 688380.

I HAVE A PPL, CAN I BE A FLIGHT INSTRUCTOR?"

This is a question Tony Glover, CFI for the Flight Instructor Course at Stapleford is often asked. Here is his reply, summarising key points for discussion:

Yes, and you can be paid. This innocent question is followed by a lengthy discussion of the various grades of Flight Instructor (FI), their prerequisites and limitations.

The experience requirements for a PPL holder to be an FI are to have at least 200 hours of flight time on aeroplanes, of which 150 hours must be as Pilot in Command (PIC). Time as PIC should include 20 hours of VFR cross-country flight with a single flight of 300 nm that includes landing at two other aerodromes. You will need also to have at least 30 hours Single Engine Piston (SEP) of which at least five hours shall have been completed during the six months preceding a pre-entry flight test. And finally, at least ten hours of instrument flight instruction.

Straight forward so far, now it gets complicated!

In order for a PPL holder to instruct for the issue of a PPL you must have passed the CPL theoretical knowledge examinations. Studying for these exams can be via a full-time course or distance learning but either way it is a major time commitment. I followed a distance learning course and enjoyed learning more about aviation, and it was at a pace I could control!

The alternative is to become an FI limited to instructing for the Light Aircraft Pilot Licence (LAPL). Then it is necessary only to revise the PPL theoretical knowledge syllabus. Subject to certain conditions trial lessons also can be flown by this instructor.

All prospective FI's then need to attend the FI Course (FIC). It comprises 125 hours of theoretical knowledge instruction and 30 hours of flight instruction. The course is followed by an Assessment of Competence with an examiner.

If you are considering becoming an FI please call me via reception: 01708 688380.

NEW TRAINING BLOCK

Turning into the Stapleford car park, the first thing visitors notice is a smart new blue building to the left of the main entrance. This will provide more classroom and sleeping space for students on the ATPL Theoretical Knowledge course.



Head of Training Colin Dobney explains: "The main reason for the new classroom is to increase capacity on the two courses we run. In the old building the capacity was 18 maximum in main classroom but only 15 in second classroom. As we had more than 20 applications for the January course the decision was made to increase capacity."

The new classroom will comfortably hold 24, but we will still keep numbers on the ATPL course to 18-20 as this allows instructors time to give best attention to students. With the additional rooms Stapleford can now accommodate 23 residential students."

There were 17 starters on the September Course and 18 on the overlapping January course, led by Chief Theoretical Knowledge Instructor, Anneli Christian-Phillips.

For further information please contact: Course Coordinator, Lisa Wilkinson: lisawilkinson@flysfc.com or call 07708 687103.

FROM THE RIGHT-HAND SEAT

Instructor Roy Copperwaite continues his series of articles with the bad weather/low level circuit:

It's that time of year when frustration, due to the weather, is getting the better of us. The safest and quickest way to get in the air is the circuit, but this may lead to an underestimated low cloud base and require a bad weather circuit to be flown to get us back down safely,

So, let's have a look at this action-packed circuit in detail. Note: All altitudes given are on the QNH.

Line up with the aircraft configured as normal then on reaching 500 feet have a normal 15 degree angle of bank climbing turn, in our case to the left. The real action starts approaching 800 feet (i.e. 780 feet).

Continue the turn while lowering the pitch attitude and at the same time reduce the power to 1,700 rpm so as not to exceed Vfe (minimum speed for lowering flaps), then apply two stages of flap.

Continue the turn on to Downwind. Now aim to maintain 800 feet, using pitch for speed and power for attitude. Achieve your speed for slow safe (i.e. 65 kts in a C152; 70 kts in the PA28) and trim. This means you are not required to do anything for Base. The aircraft is set up.

Never sit back thinking it's all done. Now call "Downwind. Bad weather/low level". Continue to look and listen for traffic. Now complete your pre-landing checks. At around 8 o'clock to the threshold turn on to Base and using power start a descending turn to be 500 feet by Final Approach.

Once on Final make a call and at the same time (if possible) apply third stage of flaps. Use power as necessary and trim. Land at the lowest speed possible (55 kts in a C152; 65 kts in a PA 28).

Please be aware, the Flying Order Book and Standard Operating Procedures state that a pilot may only practice three consecutive bad weather circuits at any one time.

MEET DR CEM – STAPLEFORD'S NEW AME

Pilots needing a class 2 medical now have the opportunity of making a Saturday appointment with Stapleford's newly appointed Aviation Medical Examiner (AME), Dr. Cemali Aksohut. Dr Cem joins the airfield's long-standing AME, Dr Peter Orton, and takes over from Dr. John Cockcroft.



DR CEM IN A SIMULATOR AS PART OF HIS AME TRAINING

Dr Cem is a GP in Buckhurst Hill. His interest in aviation was sparked by a flight from Stapleford. "I loved it, and I am very keen to learn to fly. I met with John Chicken (Stapleford's Managing Director) and it was inspired to train as an AME."

While still hoping to achieve his PPL when time allows, Cem went ahead and did the required training to be an AME. This included a week's simulator training at Gatwick "to accustom me to the pilot's environment", as well as a course at King's College London, and a CAA course.

"I will be available at Stapleford for Class 2 initial examinations and renewals, but I will try to be as flexible as possible about time and place, when time allows. One of my aims as an AME is to help pilots to remain fit to fly and help resolve any problems which might threaten to ground them," says Dr Cem.

To book a medical with Dr Cem, please contact Reception: 01708 688380

TURBINE RATINGS SET TO EXPAND

Stephen Powell has achieved his SET (Single Engine Turbine) type rating on a PC 12 (Pilatus) on the new course launched by Stapleford in the autumn. Once he has completed 50 hours of mentoring he will join Flywatch Global's leasing operation as a Captain flying the Pilatus 12 based at Stapleford. Stephen is the first Stapleford student to achieve SET rating in the PC 12. Three more students are currently following in his footsteps.



STEPHEN POWELL

Later this year Flywatch Global's Director Tony Gunn will be introducing a SET type rating on a Cessna 208 (Caravan), which will be joining the brand-new PC 12 (G-KFTI) currently based at Stapleford. Both aeroplanes will be available for the SET type rating courses and for dry leasing which is proving very popular. The Pilatus has been transporting passengers to the Ryder Cup in Paris, to Sir Ian Botham's shoot in Scotland and further afield.

The SET course on the C208 will be taught by Stephen, who was previously Chief Pilot with Waves, based in the Channel Isles.

For further details about the SET ratings and the leasing of the turbo prop aircraft please contact Tony Gunn: tonyflywatchglobal@gmail.com

TAKE OFF is edited by Sue Rose (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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