



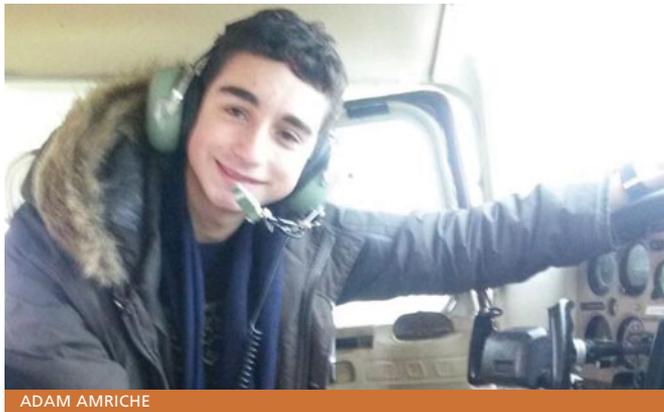
ADAM TAKES TO THE AIR AT 14 - STAPLEFORD'S YOUNGEST? ADVICE FOR YOUNG PILOTS OF TOMORROW

Since the age of 3, Adam Amriche was determined that he was going to be pilot. Now at the age of 14, he has already logged 5½ hours flying time in trial lessons. In March he begins the PPL course at Stapleford, working towards soloing at 16 and getting his PPL at 17. Currently he claims to be Stapleford's youngest student.

Adam, who is from Leyton, flew for the first time at the age of 4 months, and has continued to fly regularly ever since. When the flight sim at home was simply not enough, he decided to go for the real thing, starting with a trial lesson.

"It is fantastic and I am really enjoying myself. I am fitting in flying lessons with school work. I am determined to become a professional pilot", says Adam.

His instructor at Stapleford, Sheila Campi, says: "It is never too early to start getting ahead of the game and experiencing flying an aeroplane, but I do advise younger students not to start their PPL training course before the age of 15, as the earliest they can go solo is 16, and the minimum age for a PPL is 17.



ADAM AMRICHE

"When a student like Adam is having a number of trial lessons before the course begins the instructors can start to build in aspects of the syllabus so this will be familiar. Also I recommend reading the course book in advance and building up as much knowledge about the aeroplane as possible. But the most important thing at this stage is to concentrate on their school work and not be too distracted by the excitement of flying."

Although Adam is yet to begin formal training, Sheila is already seriously impressed by his enthusiasm, determination and aptitude.



NEW WEBSITE FOR MOBILES

STAPLEFORD FIRST TO LAUNCH MOBILE RESPONSIVE WEBSITE

Stapleford is the first major flight training school to launch a fully "mobile responsive" website. Mark Birkett, former SFC student and Director of Dalemedia Ltd in Manchester, introduces the new website he has built for Stapleford:

As with many websites, the Stapleford Flight Centre website is now being used increasingly often by people with mobile devices. This has created a major challenge for us. The statistics are quite astonishing; from just 10% of web users using mobiles three years ago, mobile browsing now represents almost 50% of all browsing in 2015.

With that trend set to increase, we are proud to say that we are the first major flight academy in the UK to offer a fully 'mobile-responsive' website. This new site has been an absolute pleasure to build.

Having qualified as a commercial pilot in 2008 myself, and fully aware of the challenges presented by the "Mobile Revolution", I wanted to create a beautiful, yet fast-loading, mobile-friendly website that would encourage would-be pilots to realise the same dream I did. I hope everyone finds it informative and easy-to-use!

Pamela Chicken, Chief Executive, Stapleford Flight Centre said: "The new mobile-friendly website created by Mark is going to be an enormous advantage for those wannabe pilots who prefer to use their iPads and smartphones for accessing information about all Stapleford has on offer for tomorrow's airline pilots and today's students and hobby flyers. Once again Stapleford is leading the field among flight training schools."

SUCCESS STORIES

Greg Wills, a familiar friendly face on Stapleford's Reception has just successfully completed the Flight Instructor Course and he is now destined to join Stapleford's team of Instructors, most of whom also trained on the Stapleford FI course.



Congratulations to the following students who have achieved their Private Pilots' Licence: Ahmed Sayeh, Rizwan Ahmad, Vladimiras Valionkinas, Vincent Cullane, Claudio Arnaudo, James Grainger, Faisal Mustafa, Daan Landman, Stuart Bethell, Georgi Halachev.

And a round of applause to students on reaching their first solo milestone: Anhar Ali, Ram Thirthala, Miraj Khalid, El Yas Al-Eraqi, Andrew Gardner, Andrew Rickerby, Macauley Wakeling and Anil Chamdal.

FLYING PHOTOGRAPHY – FROM STAPLEFORD'S SENECA

Stapleford plays in key role in facilitating some spectacular aerial photography of London landmarks. Leading aerial photographer, Ian Hay of Above All Images, describes the experience and acknowledges the considerable piloting skills required by photographers to achieve the perfect picture:

It's always the same story. The client rings and announces that he has five or six sites that need 'urgent' aerial photography and then goes on to explain that they are at Brentford, or Poyle, or Richmond (directly in line with the runways at Heathrow – one of the busiest airports in the world!). As far as the client is concerned, that large airport at Heathrow only operates when 'he' goes on holiday!

And so it starts - once we have the location/site mapping (quite another story) next comes the planning and flight permissions. I can almost hear Adrian Roberts at Swanwick laughing when he sees the non-standard flight request!

The next issues are the weather, aircraft availability

and obviously a pilot. The weather however deserves a special mention, not from the aviation point of view - but that of the client . . .

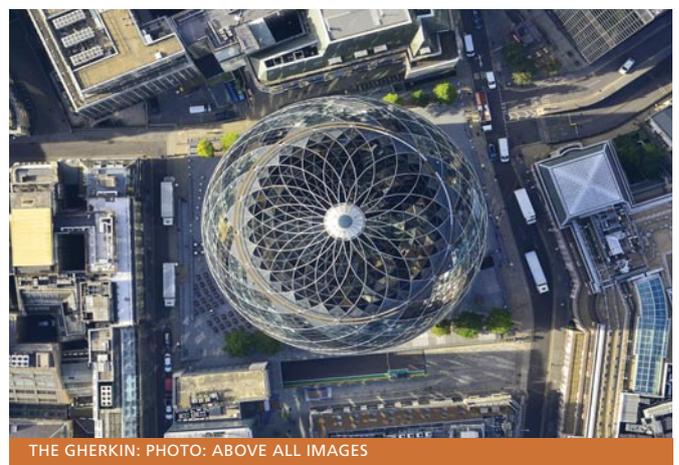
Imagine: It's mid-November, cold and foggy, even the birds are walking, the office phone rings and it's 'Napoleon', our favourite client. "Have you flown my jobs yet?" he demands, "And did you get the long distance sunny shots we need? We're running out of time you know!" I look out of the office window, at the dense fog . . .

Using Stapleford's fixed wing PA34's for precision aerial photography is very challenging both for the photographer and the pilot. Having actually been allowed by Air Traffic Control to get to the site, we orbit.

I photograph out of the left (port) side with the door removed, and some inconsiderate person put a wing there! So I can't see forward - you know, where we're going! Add to that a very expensive engine belching out hot exhaust gas just where I want to take the picture. So the only solution is to get the wing/engine out of the way with a steep bank, followed by another and another... This is the point at which our previously enthusiastic passenger starts to realise he may just have made a huge mistake...

Judging by the sweat that seems to form on the pilot's forehead and the muttering from him, it would seem that this kind of flying - over a city full of skyscrapers - altitude restrictions that seem to change on a weekly basis - other aerial traffic - passengers honking up - ATC asking if we've finished yet and the lunatic in the back with the camera who wants to be 'a bit lower' - is a challenge. They all deserve praise!

Having said that it's difficult, it is, but with a professional approach and great teamwork we get the job done and have managed on occasions to achieve the impossible.



An example is the vertical shot of the 'Gherkin' in London required by the Museum of Science and Industry, Chicago, USA. We had to position the aircraft (not a hovering helicopter, for that would have been far too easy) within one degree of true

vertical over the very tip of the building at 120 knots, and 'time' the quick turn to allow the image to be taken between the hot gas and the wing that covered the site until we were over it!



WESTMINSTER, THE LONDON EYE AND BEYOND: PHOTO ABOVE ALL IMAGES

So there you have it, a typical aerial photography flight over London. Now, where is this Richmond place and I wonder if the 'A' Team is on at Heathrow?

Stapleford Flight Centre operates aerial photography flights under a CAA Air Operator's Certificate. Scott Welsford, senior IR and CPL instructor is the AOC Operations Manager. Flights cost £400 an hour. For inquiries about aerial photography contact Stapleford on 01708 688380; or email reception@flysfc.com. For further information about Above All Images go to: www.aboveallimages.co.uk or call 07733 098555.

STAPLEFORD INTRODUCES NEW EN-ROUTE IR COURSES

Stapleford Flight Centre, as a CAA Approved Training Organisation (ATO), is offering flight training and ground school courses for pilots wanting to acquire the new en-route Instrument Rating (EIR). Training is available on SFC aircraft and in private owners' aircraft too.

The privileges of the EIR enable pilots to conduct flights by day under IFR in the en-route phase of flight in an aeroplane for which the type or class rating is held inside controlled airspace. The EIR privileges may be extended to fly IFR at night, if the pilot holds a night rating.

EIR holders must make a VFR (Visual Flight Rules) departure and may then enter IMC for the "en-route" phase of flight inside controlled airspace, on the airways system. They can only plan to arrive at a destination when VMC (Visual Meteorological Conditions) is forecast for an hour either side of their planned arrival time.

For further information about EIR ground school and flight training contact Brian Peppercorn; brianpeppercorn@flysfc.com or Lisa Wilkinson; (lisawilkinson@flysfc.com) 01708 688380.

SOUTHEND CONTROLLED AIRSPACE APPROVED

Despite Stapleford's best efforts the Civil Aviation Authority (CAA) has confirmed its approval of a request from London Southend Airport to establish controlled airspace (CAS) around the airport. However, the extent of the CAS original requested has been reduced following assessment work carried out by the CAA.

Southend's new airspace will be Class D, allowing access on request to transiting general aviation aircraft. It will feature a control zone (CTR) around the airport itself from surface up to 3,500ft, and a larger control area (CTA) from 1,500ft to 3,500ft. The airspace will become operational on 2 April 2015.

London Southend Airport has seen a significant increase in commercial air transport movements in the last three years. The new airspace will be reviewed six months after implementation to ensure that it is working as anticipated.

Brian Peppercorn, Stapleford's Deputy Head of Training writes: "You may recall that SFC supported Southend's application for CAS but felt that the amount requested was unnecessarily large. Despite the reduction from the original ridiculous proposal we are still disappointed with the outcome.

"Anecdotal evidence over the radio suggests that we have yet to hear a Southend departure be required to level off outside of CAS. We still feel the airspace to be controlled is for rare events rather than necessary for daily operations. Stapleford traffic, however uses this airspace every day that weather permits. GA traffic to the east of Stapleford will now operate in a reduced area so please do keep a good lookout. Southend's enhanced safety means that YOURS HAS BEEN REDUCED."

For further information www.southendairport.com/news/controlled-airspace

SAFETY EVENING

Penny Hodges is organising a General Aviation Safety Council (GASCo) Safety Evening in the Stapleford Clubhouse at 19.30 on Tuesday 24 March. The safety evening, organised by the CAA for Students and PPL's is free of charge. It will be run by Geoff Connolly, the Regional Safety Officer, GASCo.

"These events are very informative and normally get very busy, so do arrive earlier if you want to get seats and refreshments. Bring your log book and get it signed. Email me if you need further information about the event: pennyhodges@flysfc.com or go to www.gasco.org.uk/safety-evenings.aspx



FLY-OUTS PROGRAMME 2015

The 2015 programme of Stapleford fly-outs to destinations in France, the Channel Isles and the UK begins on March 11, with a trip to Calais, and fly-outs will continue on the second Wednesday of each month through until October. Asad Sher, the Instructor in charge of the fly-outs programme, announces details:

Fly-outs provide Stapleford club members, students and private owners with an ideal opportunity to get back in the air after the limitations of winter weather. For newly-qualified PPLs, this is your chance to get cross Channel checked, while sharing the costs with other pilots. This is also a very enjoyable way of hour-building for future CPL students.

Starting with a short trip to Calais, where it is possible to practise instrument landings at a reasonable cost, the destinations planned (subject to weather) are: Calais (March 11), Deauville (April 8), Le Tréport (May 13), Alderney (June 10), Caen (July 8), Rouen (August 12), Le Touquet (September 9), Abbeville (October 14).

When the weather is unsuitable for the planned destination, then we will do our best to find appropriate alternatives, such as Great Massingham in Norfolk: Coventry: Compton Abbas and Bembridge, Isle of Wight.

Instructors will fly with crews when required, and it is recommended to fly with an instructor on the longer trips to places like Alderney.

Each crew member and passenger will require a life jacket (available to hire at Stapleford for £11), and a PLB (personal locator beacon) is needed for each plane. These are available for hire for £25 (with a £100 deposit). Headsets can be hired for passengers at £11.

Fly-outs will be preceded by a briefing at Stapleford at 19.00 hours on the previous evening, for route planning and completion of Flight Plans and customs forms.

Please do contact me if you would like to sign up for fly-outs on flyoutssfc@gmail.com or call Stapleford: 01708 688380

HIGH-CLIMBING HARRY

Harry Grassom, a Stapleford Flying Club member, who achieved his PPL at the airfield in 2013 at the age of 17, is aiming high:

I am undertaking a huge challenge this summer in climbing Mount Kilimanjaro – and apparently I'm not even allowed to use my PPL to get me to the summit. I am now studying Aerospace Engineering at the University of Surrey and plan to return to Stapleford to undertake ATPL training upon my course completion here at Surrey.

I will have to combat temperatures that plummet to -20°C and with no breathing apparatus, will have to combat very low oxygen levels and altitude sickness at nearly 6000m above sea level in my 6-day trek to the top of Africa.

I am fundraising for a charity called Hope for Children that works to improve the quality of life for children all around the world, giving them opportunities they would never have had and providing support for disadvantaged and homeless children too.

Your support – and a donation would be much appreciated. Please visit: <https://2015surrey.everydayhero.com/harry-grassom> to find out more and help me reach my target of £2,990.

POGGY'S PROBLEM PAGE

Keith Pogmore raises a problem – and offers a solution:

You are local flying, receiving a basic service from Southend, squawking their code. On making a radio call leaving their frequency and returning to Stapleford, no reply is heard after three such transmissions. What actions would you take?

1. Use Emergency check list if this event is covered
2. Otherwise, check: correct selection on avionics control panel; radio volume control and frequency; consider changing to box 2 if available; headset connections, including changing sides if possible; try transmitting from the other side.

If these actions do not solve the problem, select 7600 squawk and make blind transmissions, telling Southend you are changing frequency. Likewise, if the problem persists when calling Stapleford, continue to a standard join, making blind transmissions when appropriate.

After landing (phew), phone Southend to confirm your safe arrival and apologise for any inconvenience caused. Happy Flying.

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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