



STAPLEFORD ATPL THEORY COURSES CLEARED FOR SOLO TAKE OFF

The Civil Aviation Authority (CAA) has granted stand-alone approval for Stapleford Flight Centre to run modular Air Transport Pilots' Licence (ATPL) Theoretical Knowledge courses at the airfield. This is the only ATPL theory course inside the M25 in the London area.

Stapleford has already run two courses in conjunction with ProPilot, Coventry, now taken over by CTC. The second course finished in July with a 92% pass rate of exams taken. In addition to UK PPLs, there were students from as far afield as Mexico and Kenya.

The next six-month course begins on September 7, with a further course starting in January 2016. During the course students are able to familiarise themselves with jet instruments by making use of Stapleford's new Alsim ALX Simulator. They can also continue their hour-building, using Stapleford's aeroplanes.

The courses will be run by Senior Stapleford Instructor, Adrian Oliver, who has been appointed Chief Theoretical Knowledge Instructor. Working with him will be a team of Stapleford Instructors, including Head of Training, Colin Dobney, together with Jeff Scantlebury, Jon Onsloe, Anneli Christian-Phillips, Scott Welsford, Robert Lough, Roy Copperwaite, Chris Savva and Jeff Boyling.

Adrian has been flying at Stapleford, where he completed his PPL, since 1981 and has been a gliding instructor for more than 40 years. Following his retirement six years ago he trained as a Flight Instructor at Stapleford and teaches CPL and IMC, as well as running the ATPL TK course.

The classes take place in the purpose-built Theoretical Training (TK) complex adjacent to simulator block at the airfield. It provides self-contained classrooms, offices and IT suite specifically for this project. En-suite accommodation is available on the airfield.

Potential students for the ATPL courses require a Private Pilots' Licence. They will need to take pre-entry exams in Maths and Physics. The Stapleford courses are for up to 16 students at a time. The course costs £4,200, with accommodation at £175 per week.

For further information about the ATPL TK course contact Lisa Wilkinson – lisawilkinson@flysfc.com, 01708687103.



LUCIE WITH THE LADIES NAVIGATION TROPHY. PHOTO: AMY CHAU

LUCIE LANDS GUERNSEY NAVIGATION TROPHY

Congratulations to Stapleford pilot, Lucie Harrison, on winning the Ladies' Navigation Trophy at the Guernsey Air Rally in June, just after successfully achieving her IMC rating.

"It has been a wonderful few weeks for me. I was a little nervous about doing the IMC and to have now got it feels great. The Guernsey rally was a good experience. The trophy was not for anything particular at the event. It was for arrival at Guernsey which was exciting enough for me.

"Due to arriving at a particularly busy time, we were asked to circle out at sea four times. We were then directed to North East Point, where we had to circle with other aircraft at various heights another four times. The IMC recent training on the instrument panel helped me focus on keeping height and speed steady."

Lucie started learning to fly at in 2007 and got her PPL three years later. She now flies in the group owning a Stapleford-based PA 28, G-GUSS. She was accompanied on her Guernsey trip by two very experienced Stapleford pilots, Dave Fairs and Jane Speight, who were full of praise for her piloting skills, particularly in coping brilliantly with electric trim problems en route as she was coasting out.

YOUNG PILOTS' NETWORK

Calling all 16 – 25 year old PPLs, students and aviation enthusiasts. Come and join Stapleford's Young Pilots' Network.

Oscar Sagggers, who soloed at 16, and is now working towards his PPL and a future in aviation, has set up a networking group for Stapleford's young pilots and aviation enthusiasts.

Since posting an invitation on the Stapleford Flyers Facebook page in June, he has already attracted 18 members. As Stapleford has recorded an unusually large number of young pilots in training, many soloing at 16 and achieving their PPL at 17, no doubt there will be many more joining the network.



OSCAR SAGGERS

"The idea is for us to meet monthly in the clubhouse to share our experiences, and support each other in achieving our flying goals – as professional pilots or hobby flyers," says Oscar. The first meeting is planned 12 September.

Now with A levels safely negotiated, Oscar, who lives in Epping, is giving his full attention to getting his PPL and then moving on to professional qualifications for a career in aviation.

The Young Pilots Network has had an enthusiastic reception from Stapleford's Chief Executive, Pamela Chicken, whose son, Oliver Colkett, gained his PPL last year and is now working towards gaining his ATPL at Stapleford.

Instructors Tony Glover and Adrian Oliver also welcomed the new group and are happy to provide some briefings for the Young Pilots Network.

All 16-25-year-olds who want to join the group should contact Oscar on oscarsaggers7@gmail.com.

Editor's note: I just wish I was young enough to join! Anyone for a Pensioner Pilots' Network?



JEREMY M PRATT, FLYING THE NEW TECNAM ON ITS WAY FROM ITALY TO STAPLEFORD. PHOTO: ASAD SHER

MAKING SENSE OF THE NEW PPL SYLLABUS

Jeremy M Pratt, part-time instructor at Stapleford and author of the 'PPL Course' series, explains the new syllabus for PPL training

It started with a phone call from the CAA – would I join a working group looking at the PPL training syllabus? The answer had to be 'yes'. After all, I'd been telling anyone who would listen that the Theoretical Knowledge (TK) element of the EASA PPL syllabus was over-the-top and in some cases plain irrelevant. Consider the evidence:

ICAO PPL syllabus TK instruction	381 words
EASA ATPL/CPL/IR TK instruction	1200 words
EASA PPL TK Instruction	8500 words

Can that be right? Does PPL training really need a TK syllabus nearly eight times lengthier than the ATPL/CPL/IR syllabus? What's more, how can a PPL TK syllabus fail to mention 'Threat and Error Management' even once, when it's supposed to be taught at all stages of the PPL course? Or go heavy on the principles of the solar system, chart projections, apparent time and even the international dateline, but only manage eight words about GNSS?

What are instructors to do with a syllabus that requires a PPL to learn about HF radios, SATCOM and radio-altimeters, but nothing at all about FADEC? Or requires knowledge of runway surface friction coefficient, but dismisses take-off and landing performance calculation in just six words?

These thoughts were uppermost in my mind at the first gathering of the PPL/LAPL syllabus working group. We quickly agreed that while there was modernising and 'tidying up' work to do on the flight training exercises, the real problems lay in the Theoretical Knowledge elements.

The working group soon whittled down to a core of instructors and examiners and in May the new PPL and LAPL syllabi were published by the CAA in CAP1298 (PPL) and CAP1299 (LAPL). Overall we have tried to avoid being too prescriptive – after all a syllabus is an outline of what needs to be learnt, rather than how to teach it (that’s what good people like Colin and his team are for, after-all).

What’s new? Changes to the Flight Exercises are incremental rather than radical. All the emergency exercises now have the ‘e’ suffix to make them easier to identify in training documents and there is a new exercise (18e) to introduce emergency and abnormal procedures during cross-country flight.

The Theoretical Knowledge side is more radical and whilst we had to work within the existing examination headings (e.g. Air Law, Meteorology etc.), the focus now is on practical knowledge that can be usefully applied in the real-life situations that PPLs can reasonably expect to encounter.

What next? Well, a new syllabus leads naturally to new examination questions. Questions that require and test practical knowledge, rather than purely academic theory learnt by rote and never used again. Those involved in creating the new syllabi (including myself) are working with the CAA to develop guidelines for new PPL/LAPL exam questions, created by the training industry itself. Sounds like a better system? Watch this space...

Editor’s note: Until the new exam papers are published, students should continue to study for the original EASA syllabus.

STAPLEFORD’S SUCCESS STORIES

Many congratulations to the pilots who have flown solo for the first time, including Gillian Ng, who came from Hong Kong to solo at Stapleford.



GILLIAN NG

Soloists:

Olusegun Bamiduro, Dwayne Black, Prabin Bhusal, Corey Carmichael, Stephanie Chow, Michael Chung, Gustavo Coito, Jason Davies, Henry Dennis, Neil Faraday, Paul Franklin, Phillip Hass, Isha Hussain, Adam Knee, Amer Karim, Inshal Mughal, Keith Neill, Moimar Rubyae, Anton Sharapov, Oscar Silva, John Simpson, Rob Thomas, Scott White



DWAYNE BLACK

New PPLs

The following students have achieved their Private Pilots' Licences. We wish them every success in their flying future.

Karl Bunyan, Anil Chamdal, Jack Conway, Eugen Epure, Paul Franklin, Stephen Gellard, Tim Harrison, Oliver Hartley, Michael Lines, Robert Lombard, Raab McCarthy, Gerald Mak, Hakim Mohamed, Deividas Navagruckas, Jonathan Nicolas, Manmohan Panesar, Vasant Phatak, Jeyaveeraraja Senthurkumaran, Mukhamed Shorov, Charles Tamage, Macauley Wakeling.

TONY GLOVER CFI FOR FLIGHT INSTRUCTOR COURSES

Tony Glover has been appointed Chief Flying Instructor (CFI) for Stapleford’s Flight Instructor Courses. Tony learned to fly at Stapleford back in 1988. He went on to fly aerobatics and formation and become a display pilot. He returned to Stapleford as an Instructor in 2001.

Tony has been running Flight Instructor Courses since 2003. Now a Senior Examiner with over 6,500 hours in single engine aircraft, Tony also assists his fellow instructors and their students with the complexities of learning to fly.

We are pleased also to announce the appointment of Richard Vinall and Ian Watson as Flight Instructors.

MICHAL MAKES THE MOST OF WHAT STAPLEFORD OFFERS PPLS

Nearly half of the newly qualified PPL holders in the UK never renew or revalidate their qualification, quitting flying within two years since getting their licence. Michal Zeinkiewicz, a Stapleford-trained pilot and owner of a Stapleford-based aeroplane, suggests for making the most of what is on offer for PPLs at Stapleford:

With flying as a hobby, we need to put family and work commitments first. The reality of flying to work or taking the family up is often different from what we dreamed up – light aircraft come with weather, range and mass limits.

But if a last-minute go/no-go is acceptable, seize the opportunity: a business trip by air or a family trip to Le Touquet or Adventure Island in Southend will hit two birds with one stone, and money spent won't come solely from the flying budget (just a bit of creative household accounting).

With young family I cannot spend all weekends on flying which made me start flying to one of my clients once a week – an exciting route to Draycott Farm Airfield with a MATZ crossing, two ATZ transits and Heathrow traffic whizzing above.

Keep your flying exciting by challenging yourself to do new things. Stapleford is uniquely located between chunks of controlled airspace. Why not ask Luton, Stansted, City or Gatwick for VFR clearance through the zone. A tip for City: aim for Saturday afternoons and Sunday mornings when EGLC is closed.

Stapleford is ideally placed for trips across the channel. If you have already been to Le Touquet, try inland France, Oostende for Bruges or the Channel Islands. Even Amsterdam Schiphol is within reach, with their VFR/GA dedicated apron and runway 04/22 – but do take cost-sharing passengers with you!

A current PPL has all the skills needed to get there. All that is needed is thorough pre-flight preparation. If confidence is an issue, take a more experienced PPL or an instructor with you, or join the Stapleford monthly fly-out. And build your own confidence one step at a time.

Introduce some variety. Always flying Cessnas? Get checked out on a PA28, the new Tecnam or try the Piper Cub. Get a trial lesson in a twin or in a Firefly.

Would you like a visit at a “proper” airport? Flyer forum maintains a list of charges on those, there are

some cheap ones to try out: Jersey, Birmingham, Coventry, Bristol and Cardiff. It's all easier than you might think and quite rewarding – one revision of CAP413 (standard phraseology at controlled field) should suffice.

I cannot recommend enough the IMC Rating, now known as IR (Restricted). It will allow you to fly in worse weather and hence increase your success rate. The course will teach you to fly more accurately, and if you get to fly “on top” you will be surprised how smooth the air can be above the cloud layer.

But above all – keep safe! All these exciting variations to flying are best introduced one at a time. It's easy to become an infringement statistic by taking too many new things on. When extending your boundaries, use all resources available – print charts, borrow a GPS box from Stapleford reception and remember that the LARS and ATC are there to help you as well: call them often, call them early.

FLYING, FOOD AND FUN...

Stapleford Flying Club's popular series of Fly-outs continue with planned trips to Cherbourg on September 10 and Caen on October 14. Please note the change of day. In case of weather problems, fly-outs divert to alternates nearer to home.

So far this season there have been two trips to the ever-popular destination, Le Touquet, as well as visits to Deauville in Normandy in perfect flying conditions and to Alderney in the Channel Isles, with Rouen scheduled for August.

Fly-outs provide the ideal opportunity for Club members to share the fun, the flying and the costs with other pilots. This year, for the first time it has been possible to try out the brand new Tecnam aeroplanes in the company of an instructor.

For recently qualified pilots, this is your chance to get cross channel-checked. Getting together with other pilots with a good lunch and a bit of shopping across the channel is an added bonus. Expert briefings on the evening before fly outs are especially helpful for new fly-outers, with guidance on routes, filing flight plans, and customs forms, provided by Asad Sher, the Stapleford Instructor in charge of fly-outs.

Pilots wanting to bring along friends on fly-outs can hire headsets, as well as the required life-jackets and PLBs from Stapleford reception.

Anyone interested in joining in the fly-out fun should contact Asad: flyoutssfc.com or call Stapleford Reception: 01708 688380.

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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