



## TURBO-PROP TRAINING TAKES OFF AT STAPLEFORD

**From September 9 Stapleford will have a big new addition to the fleet – a PC-12 Pilatus turbo-prop, and will be offering a SET class rating and the aircraft available for dry leasing**

In an exciting new training development Stapleford Flight Centre, working in conjunction with Flywatch Global, will be offering a ten-hour Single Engine Turbine (SET) class rating course on a Pilatus PC-12.

The PC-12 arrives at Stapleford around midday on September 8, when there will be an Open Day enabling any interested pilots to come and view the new aeroplane and find out about the training programme and the dry leasing arrangements.

The course will be led by Tony Gunn, Director of Flywatch Global Ltd, which runs aviation training, dry leasing and sales management for the PC-12 and Soccata TBM. He now has an office at Stapleford. Tony trained and worked as a flight instructor at Stapleford and now specialises in turbo-prop aircraft as a pilot and instructor. He first encountered Colin Dobney, Stapleford's Head of Training, when he was examiner for Colin's IMC at Southend.

Already there are five students signed up for the new course. The SET class rating is a minimum of ten hours flight training in the aircraft, subject to experience, with a written exam and a High-Performance Aircraft (HPA) exam for those without a professional licence. Stapleford-trained pilots will get preferential treatment when it comes to jobs with Flywatch Global operations, subject to suitability.

The PC-12 is an extraordinarily flexible 10-seater aeroplane, requiring a mere 500 metres for take-off and landing on hard or grass runways with a landing speed of 77 kts, a cruise speed of 260 kts, maximum altitude of 30,000 ft and range of 1,200 miles.

Suitably qualified pilots will be able to hire the aeroplane after training, and for people wanting to fly friends and family to far-off destinations dry leasing will be available with a pilot. For further information contact: Tony Gunn: [tonyflywatchglobal@gmail.com](mailto:tonyflywatchglobal@gmail.com)

Head of Training Colin Dobney welcomed the new arrival at Stapleford: "Launching a SET class rating is an important new development for us as a leading training school for tomorrow's professional pilots and will be particularly attractive for those thinking of a



PC-12 PILATUS IN FLIGHT

career in the corporate sector. The Pilatus PC-12 is ideally suited to Stapleford and will offer excellent dry leasing options."

There were many reasons why Tony wanted to bring the Pilatus to Stapleford: "Stapleford has established an excellent reputation for its professional training programme. The airfield's location is ideal, with quick access to London, the M25 and the M11. Above all fuel costs here compare very favourably with other airfields in the area. It's great to be back."

**For further information about the SET class rating please contact: Lisa Wilkinson, Training Co-ordinator: [lisawilkinson@flysfc.com](mailto:lisawilkinson@flysfc.com) or call 01708687103**

### JON ONSLOE NEW CFI

Senior CPL/IR instructor and PPL examiner Jon Onsloe has been appointed as Stapleford Flight Centre's new Chief Flight Instructor. He will be responsible for the PPL, CPL and IR training.

Jon has been flying for 23 years and was first trained by the RAF at RAF Benson, where he won a flying scholarship. He joined Stapleford's team of instructors in 2008 and has taught PPL, Night, CPL, ME, IR and Aerobatics.

"What attracted me to a career in flying was being able to teach something I loved. The best part over the ten years has been finding different ways to teach different students who have different needs," says Jon.

Drawing on his experiences as a pilot and instructor, Jon now plans to be a regular contributor to *Take Off*, writing about different aspects of managing the flight once the instructor has left you.

## ARROW OF DESIRE – G-FULL GETS A MAKEOVER

**G-FULL, one of Stapleford's fleet of Piper Arrows (PA 28R) has returned to the airfield looking – and flying - like a brand-new aeroplane after an extensive re-fit including state-of-the-art glass cockpit avionics:**

The aeroplane is now back home after a strip-down and makeover at Reborn Aviation at Thruxton, Andover. It will be used extensively for the Stapleford Integrated Training courses and add considerably to the training experience for tomorrow's airline pilots. G-FULL will also be available for hire by suitably qualified PPLs, usually at weekends when it is not being used for professional training.

The smart newly-refurbished aeroplane will be in great demand. Its airframe has been overhauled, winglets added, the metal repainted in the modern Piper white and blue colour scheme. All the control cables have been replaced, the undercarriage overhauled, and new wheels and tyres fitted.



G-FULL MAKEOVER/STATE-OF-THE-AVIONICS IN G-FULL

It now has the latest Garmin glass cockpit installed and all associated aeries replaced. The new Lycoming engine has new or overhauled accessories (magnetos, starter motor, alternators etc and hoses).

G-FULL is certainly a very comfortable aeroplane for pilots and passengers, with smart pale grey leather seats, new carpets, trims, yokes and all Perspex windows and screens are renewed. The refurbished interior also includes sound insulation.

PPLs who are already qualified to fly a complex aeroplane (with variable pitch prop and retractable gear) and are attracted to the idea of flying the smart "new kid on the block" should contact Reception to make a booking: 01708 688380. A check ride with an instructor will be necessary to get familiar with the new glass cockpit avionics.

The cost per hour of hiring G-FULL is: Dual - £233; Solo - £199; PPL hire - £199. Bear in mind that with a cruise speed in excess of 125 kts it will not end up any more expensive than hiring a Warrior for a longer trip.

For those of us only signed off to fly the simple aeroplanes in the fleet, it is now even more tempting to spread our wings and book some sessions with an instructor, qualify to fly an Arrow and add another "more grown up" aircraft type to our log book.

## STAPLEFORD SALUTES THE RAF

Fittingly Stapleford had a role to play in the spectacular flypast which marked the centenary of the RAF in July. The airfield provided the base for eight Chinook helicopters taking part, as well as a popular vantage point for a crowd of eager spectators, who witnessed the spectacular aerial parade passing to the south of the field.

In World War II Stapleford was initially the base for Hurricanes from 151 Squadron, and later for the clandestine flights of the Special Operations Executive, dropping agents and supplies into enemy occupied France. Lysanders and Walruses on Air Sea Rescue work operated out of Stapleford, and the airfield also played its part in the preparations for the D-Day Landings.



CHINOOKS TAKE OFF FROM STAPLEFORD TO MARK THE RAF CENTENARY. PHOTO LAURA WARD

## THE POET AND THE PILOTS

**Alison Hill, poet and author of *Sisters in Spitfires*, describes a flight from Stapleford to Sandown to meet Mary Ellis, the last of the redoubtable Spitfire Women of World War II.**

I was delighted to see the sun appear on 4 May and to be flown over to Sandown, Isle of Wight by Stapleford co-pilots Amy Chau and Sue Rose. The weather had been mixed over the previous few days, but the forecast had improved and the morning flight from Stapleford was given the green light.

The main purpose of our trip was to meet Mary Ellis, 101, former Air Transport Auxiliary (ATA) pilot, the UK's first female Air Commandant and Managing Director of Sandown Airport from 1950–70. Mary delivered 400 Spitfires for the ATA, flew 76 types of plane and 1,000 aircraft overall. She remembered many of those flights and much of her wartime life in vivid detail, as I discovered over the weekend.



Amy Chau flew over to the Isle of Wight, her first time into Sandown, with Sue Rose taking the PA 28 back to Stapleford. The co-pilots worked calmly together, and Amy executed a perfect landing on what seemed like a short and bumpy runway. There was a fair amount of radio work for a relatively short trip: how different it would have been for all ATA pilots with no radio or instruments, often flying in bad weather or in planes they'd never flown before. Not to mention sitting on parachutes they hadn't practised using!



POET ALISON HILL WITH PILOTS AMY CHAU AND SUE ROSE BY THE MARY ELLIS MURAL AT SANDOWN AIRFIELD

After climbing the spiral staircase in the Tower to pay landing fees and take in the view, we explored the airfield and discovered Mary and Churchill resplendent on the side of one of the outbuildings, an eye-catching mural by a local artist.

Mary was well-known at 'her' airfield and directions were readily given to her house, past a few planes and around the corner from the Sandown Airport sign. We walked up the long drive and spotted Mary in her conservatory. She appeared at the door after a while, pleased that unexpected visitors had flown in to her old airport and keen to hear about the flight.

I stayed on for three days of writing in Keats Cottage in Shanklin and had further chats over coffee with Mary about her wartime life and recent flights (the Queen's helicopter to Biggin Hill, it was 'so quiet'). Amy and Sue flew back to Stapleford through an astonishing low-lying sea mist over the coast. All three of us were glad to have met a veteran ATA pilot who still had a twinkle in her eye and a memory full of planes. It was a privilege to talk to Mary in her home and a thrill to be flown over to the Isle of Wight.

Sadly, I didn't get to meet Mary again in August, as planned. Mary Ellis died at home on 24 July, and tributes poured in for such a modest woman who achieved so much in her long and active life.

More details at: <https://solentaviatrix.wordpress.com/mary-wilkins-ellis/> More about *Sisters in Spitfires* at [www.alisonhillpoetry.com](http://www.alisonhillpoetry.com)

## FROM THE RIGHT-HAND SEAT

### Instructor Roy Copperwaite continues his series of articles with *The Approach and Landing (Part 2)*

As discussed in the previous issue a stable approach i.e. maintaining the IAS and centre line along with the correct glide path is essential. If during the latter stages of the approach an unstable approach is noted then initiate a go-around. Remember, you do not have to land the aircraft, unless of course it is an emergency.

In this article we will refer to the C152, being the most popular aircraft in the fleet, but flare height is one of the most frequently asked questions, and this may differ. At around 20ft start a gentle smooth flare, keeping focused on the far end of the runway. In the 152 aim to be level with the runway at between 8ft and 10ft; in the Warrior between 6ft and 8ft and in the Arrow, 4ft and 6 ft. Then close the throttle.

The problem now lies with the pilot in understanding that the aircraft will float until it loses energy (slow down) and sinks. At this point arrest the sink with slight back pressure which results in a pitch up attitude. This process is repeated only holding off the aircraft when sink is detected, leading to a higher and higher pitch attitude. In other words, keep the aircraft flying for as long as possible.

The stall warner is a worrying sound and should only be heard just before the main wheels touch the runway, which can be detected with peripheral vision or a quick glance ahead and to the side of the cowling.

## 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:** David Bleach, Samuel Coote, Chloe Coady, Mei Chan, Alice Dima, Michael Galko, George Hak, Sudeep Humagain, Kathy Kwock, Ben Lambert, Nessim Levi, Thomas Levine, Sean Loh, Matthew Maxwell, Paul McGovern, Ben Milne, Saanwal Mitre, George Naylor, Pepe O'Mahoney, Husrav Raupor.

**Skills Test:** Fateman Alsuwaidan, Daniel Boddy, Benham Behzadi, Chloe Coady, Owen Coote, Blaz Gindkiosi, Peonie Ho, Simon Landsman, Oscar Laing, Sardjan Marjanov, Carl Miller, Rebecca Morgan, George Naylor, Callum Rye, Oliver Robotham, Paul Saggars, Neil Sagoo, Thomas Smeaton.

## FASHION TAKES FLIGHT

Fashion, Footwear and Accessories come to Stapleford on 11 November when Sophia Colkett showcases her Autumn and Winter collection in a Pop-up show at the airfield from 5 - 10 pm. Sophia is granddaughter of Stapleford Managing Director, John Chicken.



THE ERZBERG MINE IN AUSTRIA EN ROUTE FROM CROATIA. PHOTO: GÖZDE KAYA

## CROATIAN ODYSSEY

**Stapleford's most adventurous fly-out of the season, a 22-hour/five-day trip to Croatia, is vividly described by Gözde Kaya:**

### Day 1 (Le Touquet - La Rochelle - Carpentras)

**Total Flight Time 7 hours 40 Minutes**

On 16 May our team of 11 did last minute checks. I was massively excited but didn't know what to expect, having only completed 11 hours flight time. The trip was led by instructors Steve Evans, James Lee and Mark Cozzolino. First stop was Le Touquet. The short and smooth flight, with Steve, allowed me to take in the details of the flight plan and RT. Once we cleared customs and fuelled up we headed for La Rochelle to keep clear of low clouds, then set course for Carpentras in the South of France.

### Day 2 (Carpentras - Pisa - Lucca)

**Total Flight time 3 hours 10 Minutes**

Due to some deteriorating weather conditions over the Italian mainland we diverted into Pisa but found they had no Avgas, so we flew inland to Lucca airfield for fuel. It was only a 15 min flight but there was very little time before Lucca airfield closed and Italian bureaucracy was slowing everything down. We got there just in time, but we found the bureaucratic procedures there made Pisa seem like a walk in the park.

### Day 3 (Lucca - Rimini - Pula)

**Total Flight Time 2 hours 30 Minutes**

After waiting nearly three hours for the bill for the landing fee and fuel we eventually took off for Rimini to clear customs before pushing on to Croatia. Due to the weather divert and Italian bureaucracy we had fallen behind schedule and Dubrovnik was not looking like it was going to happen. From Rimini we headed out over the Adriatic towards Croatia. It was a 90nm crossing but the moment I saw the coast and entered

Croatian airspace an extreme feeling of fulfilment and gratitude overcame me. We arrived around 4:30pm and after a prolonged wait for fuel had a few well-earned drinks at the airport bar then set off to discover Pula. As we arrived at the hotel we were welcomed by a spectacular sunset - our reward for getting there.

### Day 4 (Pula – Linz - Bielefeld)

**Total Flight Time 6 Hours 45 Minutes**

We left Croatia early the next morning. This flight across the Alps was one of the most spectacular. Erzberg mine, a large open-pit mine in Eisenerz, struck me especially aesthetically and represented the largest iron ore reserves in Austria. Airport staff at Linz airport were most helpful and welcoming. After a very long and bumpy ride across Germany, dodging a few thunderstorms, we landed at Bielefeld where James knew plenty of hotels and places to eat and we enjoyed our final night at a lovely rooftop bar overlooking the city.

### Day 5 (Bielefeld – Stapleford)

**Total Flight Time 3 Hours 10 Minutes**

On our last day we left early with the weather ahead looking good. We finally landed back to a very hot day at Stapleford. Looking back on all those places we had visited, it was for me one of the most incredible experiences ever. No book or exam could teach me what I learnt in the space of five days.

**Full details of the fly-outs can be found at:**

**<http://www.evansabove.us/flyouts.php>. If you would like to sign-up for fly-outs, book on the website or contact Steve Evans or James Lee: [flyoutssfc@gmail.com](mailto:flyoutssfc@gmail.com) or call Stapleford: 01708 688380**

## WINGED - A WORD OF WARNING

Colin Dobney, Stapleford's Head of Training is urging all pilots who inadvertently cause damage to an aeroplane to report this immediately to avoid compromising their own safety and that of all other pilots.

"We all acknowledge that accidents do happen from time to time, whether it is a particularly heavy landing, or a misjudgement while taxiing or parking an aeroplane. If you are aware that there might be any potential damage to the aircraft, it is essential that you alert Reception. Any possible damage and threat to safety can then be fully investigated and remedied before the aeroplane is next flown.

"Any damage, however small, can be a threat to safe flying. It is also advisable for pilots who may have been involved in any such incident or are having problems with their own performance to seek advice from an instructor."

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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