



## RNAV GNSS INSTRUMENT APPROACH FOR STAPLEFORD

**Stapleford Flight Centre is planning to establish a GPS-based RNAV (Area Navigation) approach for Stapleford by 2019. A consultation process is now underway. Stapleford pilots are urged to respond positively.**



Head of Training Colin Dobney announces plans for the new system: "This is a big step for Stapleford. We are negotiating the design and approval of a Localiser Performance with Vertical Guidance (LPV) approach to provide instrument guidance for a pseudo-precision and non-precision approach for runway 21.

"The implementation of the instrument approach would allow approaches to the aerodrome to continue when the weather is poor, when there is a low cloud base or poor visibility. It will improve the safety of operations during deteriorating weather conditions. We do not anticipate there would be any significant increase in traffic locally.

"Getting the new approaches up and running is a complicated process involving a safety case and consultation on environmental issues. The consultation document has now been issued. I urge all Stapleford pilots to back the proposal, using the Consultation Feedback form." [www.flysf.com/rnav-consultation-stapleford-flight-centre.php](http://www.flysf.com/rnav-consultation-stapleford-flight-centre.php)

The consultation will involve the aviation authorities, local airports, local authorities and the local community. There is to be an Open Day at Stapleford on February 13 open to anyone who is interested. Consultation closes on March 26.

"There will also be an LPV to provide vertical guidance down to a Decision Altitude (DA) likely to be set at 500ft above ground level (AGL). This will be enormously beneficial for all instrument training here. We will no longer be restricted to taking our students to Cranfield or Cambridge to practise instrument approaches," says Colin.

"NDB approaches are now outdated and with further decommissioning of VORs, the future for aviation navigation is RNAV which most commonly uses satellites and GPS navigation techniques. We anticipate that LAM (the Lambourne VOR beacon) will be one of the last VORs to go, but Stapleford is keen to be ahead of the game, to ensure we are providing the best possible facilities for our IR (Instrument Rating) students and future-proof the safety of any arriving traffic.

"The system uses Global Navigation Satellite System (GNSS) waypoints, rather than ground-based radio beacons, and so there will be a number of new waypoints and a hold to the East over the A12 as part of the process. The beauty of these approaches is that there is no ground-based equipment required, all the necessary equipment is in the aircraft which, like the pilot, must be approved for the purpose,"

A current Restricted Instrument Rating (IRR), or IR is required to be held by the pilot to be able to fly these approaches. Stapleford can provide the necessary training for these ratings.

Anyone with a Garmin 430W upwards (it needs to be a W type) will be able to use the LPV, whereas older systems may still be able to use the LNAV only, which provides guidance in azimuth only, not altitude. Any private owners thinking of upgrading their avionics to take advantage of our new landing systems should also investigate this as they may be able to apply for grants of up to 40% from the EU.

Stapleford has received a grant from the European GNSS Agency to support the implementation and is working with Aircraft Owners and Pilots Association (AOPA) and the aviation consultancy, Helios.

**For further information about LNAV or LPV systems go to: <https://www.eurocontrol.int/.../2013-rnav-approaches-factsheet.pdf>**

## FLYING FAR AFIELD

**Stapleford's ever-popular programme of fly-outs begins on March 13. This year there are plans afoot for ambitious long-distance trips as well as shorter flights to new and familiar destinations**

Calais will be the destination for the first fly-out of the season in March. Fly-outs provide the ideal opportunity to re-gain currency after the restrictions of winter weather flying. For new PPLs, this is your chance to get cross-channel checked.



CANCHE ESTUARY AND LE TOUQUET AIRPORT LOOKING DOWN RUNWAY 13

Following on the success of an overnighter to Guernsey and two long-distance fly-outs to Scotland, organisers James Lee and Steve Evans are offering a much wider variety of destinations and durations of fly-outs to suit all tastes. They describe their plans for even more challenging trips in the coming year including a five-day trip to Croatia and three-day trips to Scotland.

"The normal fly-outs will continue on the second Tuesday of the month. We have chosen quite a spread of destinations, but these are not set in stone due to the weather or local temporary restrictions that may come into force.

"We are arranging two overnight fly-outs - one eastwards to Bielefeld in Germany and one to Dinard in Brittany - both new destinations. Other new airfields for Stapleford fly-outers will include Le Havre, a Champagne run to Reims in France, Cerfontaine, Belgium and Hoeven in Holland.

"We have tried to have a spread of hours to suit the budget of all and spread of dates so that we are still available for our instructing obligations and to take into consideration that our customers have full-time jobs. The dates for the longer trips to Croatia and Scotland are provisional and will depend on the uptake of pilots interested. If they prove popular we can always arrange more or arrange for a specific individual's availability."

The longer trips offer particularly attractive options for hour-building students intent on progressing to EASA CPL/IR ratings (minimum 200 hours of total flying and 100 as P1). Last season's fly-out to the north of Scotland

also attracted private pilots wanting to extend their flying experience and reach new destinations.

In 2017 the weather unusually allowed fly-outs to continue through to December, enabling crews to reach Midden Zeeland in Holland in November, and Rouen in December, despite the threat of snow and ice.

In the event of weather problems every effort will be made to find an alternative destination in the UK if necessary. Instructors will be on hand for currency and cross-channel checks, and PPLs are advised to fly with an instructor on the longer cross channel trips. Briefings on route planning, filing Flight Plans and customs forms are provided on the evening preceding fly-outs.

### FLYOUTS SCHEDULE GIVING DATES, DESTINATION AND ESTIMATED FLYING TIME

**March 13:** Calais (2 hours)

**April 10:** Le Havre (new destination – 4 hours)

**May 8:** Reims Champagne Run (new destination – 5 hours)

**May 16 – 18:** Expedition to Croatia (30/40 hours).

At least 2 pilots per plane, or 3 if without an FI to share the flying hours. Individual pilots will be looking at either 10/13 hours or 15/20 hours each

**June 12:** Cerfontaine, Belgium (new destination – 4 hours)

**June 14 - 15:** Bielefeld, Germany (Overnighter, new destination – 8 hours)

**June 20 – 22:** Scotland (24 hours)

**July 1 – 3:** Scotland (24 hours)

**July 10:** Hoeven, Holland (new destination - 5 hours)

**July 19 – 20:** Dinard, France (Overnighter, new destination – 6 hours)

**August 14:** Le Touquet (3 hours)

**August 17 – 19:** Scotland (24 hours)

**August 31:** Scilly Isles (6 hours)

**September 11:** Middelburg, Holland (4 hours)

**September 17-19:** Scotland (24 hours)

**October 9:** Cherbourg and the Normandy Beaches (6 hours)

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

### PPL THEORY EXAMS (Part Two)

**In his first article Tony Glover, Examiner for PPL CPL and Flight Instructor ratings, looked at the rules for completing the PPL theoretical knowledge exams. In this article Tony offers some practical advice on studying for and taking the exams.**

The objective of the exams is to test a student's knowledge of PPL theory. The student's objective



should be to learn the theory to a standard which will pass the exam. Sounds obvious and yet many view their objective as simply getting through the exams. Furthermore, it is essential to learn and understand the theory because it has many practical applications when planning and carrying out a flight.

A student who studies only questions and answers will not understand the essential theoretical principles and is relying on the exams containing similar questions. Both are a recipe for failure. There is no short cut to learning.

There are, however, many ways to study the PPL theoretical knowledge subjects. Select the most convenient method that best suits your learning style, examples include printed books, electronic books, interactive software or attending lectures. Use the question and answer books and apps afterwards to test your understanding.

Study two subjects together. Air Law comes first. It is not an easy subject, but it is critical. Maybe combine it with a subject that interests you or with Human Performance (a relatively small subject). Navigation and Flight Performance complement each other, as do Principles of Flight and Aircraft General. Meteorology and Communications will have immediate applications in your flight training. That just leaves Operational Procedures. The order of study is not important, however I would recommend studying subjects to coincide with your flying training.

When studying make notes and review your notes regularly. It's quicker than rereading the book. Should you have any queries ask your instructor, who will be happy to help. When sitting the exams take your time and read each question carefully (it will not be the same as in the books). Look for the gotcha's, different units of measurement, correct and incorrect facts combined and double negatives.

I hope you enjoy learning about aviation and wish you every success in your exams.

## A VIEW FROM SOUTHEND TOWER

A group of Stapleford's students on the ATPL integrated course had the privilege of visiting Southend Air Traffic Control in November. Instructor, Abs Ginimav describes the experience: "We got to see at first-hand the work Southend do, and the services they provide. We had a chance to visit the Tower and observe departures and arrivals of GA traffic and large commercial aircraft, as well as seeing the Southend Radar, and Southend Director rooms.

"The students were able to ask lots of questions and see what the airspace looks like on the traffic controllers' screens; how they manage traffic in the Hanningfield area and beyond. Southend ATC were very accommodating and helpful that day, and it was

interesting for both instructors and students to finally meet the faces behind the voices on the radio, and thank them for all they do for us."



VIEW FROM THE CONTROL TOWER, SOUTHEND AIRPORT. PHOTO: ABS GINIMAV

## ATPL GROUND SCHOOL COURSE

The 100th student has now started on Stapleford's ATPL ground school course. The courses for students both on the integrated and modular training programmes have been running since March 2014, and so far students have achieved a very creditable average 80 per cent pass rate. SFC now has ex-students who have passed through the course flying with airlines such as EasyJet, Ryanair, Thomas Cook, Thomson, Flybe and Jet2.

Students have come to Stapleford's ground school courses from many different countries. Many are resident at Stapleford in the student accommodation. The current 30-week course, which started in January, has attracted a record 16 students.

The courses are conducted by ten subject specialist instructors.

**For further information contact: Course Coordinator: Lisa Wilkinson [lisawilkinson@flysfc.com](mailto:lisawilkinson@flysfc.com) or call: 01708 687103**

## 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:

Oliver Robotham, Callum Rye, Amrom Tauber, Rebecca Morgan, Shane Moroney.

### Skills Test:

Jameel Campbell, Kerim Genc, Scott Harris, Jess Lai, Elvio Norbrega de Vasconcel, Hugo Poon, Chase Richardson.

## WEATHER CHECK

**Want to know if it's going to be fit to fly? Now pilots can simply go to the Weather menu on [www.flysfc.com](http://www.flysfc.com), to learn if flying is possible. The new Flying and Weather Status page was devised by instructor Steve Evans, previously a professional programmer:**

I originally wrote it just for my Students to use, but it made sense with some modification to make it available to all instructors, students and PPL club members to reduce the number of phone calls to reception, to save wasted journeys and to indicate to Instructors what the actual weather is doing and to make life easier for everyone.

The Status is updated last thing at night by the Duty Pilot using the local TAFs to make a best guess estimate of the Flying Status up until 11.00 the next morning. PPLs and students with lessons booked for 08.00 - 10.00, who have long journeys can check the Flying Status before they set out even before Reception opens.

When the Duty Pilot arrives next day, the Status and Weather for the next few hours is updated. After the Radio Room opens the Weather section is updated with the "actuals", allowing for "local" weather conditions, such as fog at Stapleford when Stansted or London City may be showing CAVOK.

The colour-coded chart indicates status for Flying Lessons/Trial Lessons/VFR Flight; IFR/IMC Flights; Aerobatic Flights. Green indicates – flying open: Red – flying closed. "Yellow" is used to indicate that either the forecasts are not accurate enough to guarantee the airfield is open, or - and this is important, that some lessons may be flyable (e.g. Cross-countries with an Instructor), but others may not (e.g. Solo Circuits for students). If Yellow is indicated, a student should contact their Instructor for guidance.

## FROM THE RIGHT-HAND SEAT

**Instructor, Roy Copperwaite looks at the descent and levelling off from a descent:**

There are three main configurations in the descent:

1. Clean with power.
2. Glide.
3. With flap

Lookout, before and during descent is the same in any case, which means looking behind and below and ahead and below while weaving the aircraft gently.

The descent with power can be at a specific rate of descent (ROD) by using the rule of thumb that 100 rpm reduction is equal to 100ft per minute. Level off by applying cruise power and setting carb heat cold approximately 50ft prior to target altitude.

The glide descent is where most get confused, with glide speeds being lower than cruise speeds. Follow the same process. i.e. approximately 50ft before target altitude apply power, but this time full power, due to the fact you want to accelerate the aircraft back to cruise.

To level off from a descent with flap applied, the aircraft is returned to cruise by either applying full power or cruise power and retracting one stage of flap at a time, making sure the IAS remains within the white arc continuously.

## STAPLEFORD INTERNATIONAL

**Take Off Editor, Sue Rose meets up with former Stapleford FI student, Marios, now running a flying school in Cyprus:**

Stapleford continues to attract students from all over the world to its highly-regarded training courses. It is always a pleasure to bump into Stapleford alumnae when flying overseas.

On a recent holiday in Cyprus I booked a flight with Griffon Aviation based at the international airport in Paphos. What better way of doing a bit of aerial sight-seeing than an hour at the controls of a PA 28, in the company of a local instructor!

Imagine my surprise and delight when I discovered in conversation with the Head of Training, Marios Papanikolaou, that he had completed his FAA conversion and Flight Instructor Rating at Stapleford with Tony Glover and Keith Pogmore in 2008.

"Stapleford is a wonderful place to fly. Tony, Keith and Course Coordinator, Lisa, all made me feel very much at home and the restaurant people ensured I was well fed. I always recommend Stapleford to any of my students coming to England to continue their training," says Marios.

So I can well recommend booking a flight there if you are planning a holiday in Cyprus. It is a thoroughly worthwhile experience. The Griffon Aviation fleet includes a C152, a PA 28 and a smart Tecnam 2006T twin. The team could not be more friendly and helpful. The facilities at Paphos airport are excellent, the weather usually reliable and the scenery spectacular.

I encourage all Stapleford pilots when on holiday in the UK and abroad to make the most of their licence. Go to a local airfield and take a flight around the area. Talk to local pilots as, you never know, they might have trained at Stapleford.

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.

**Stapleford Flight Centre, Stapleford Aerodrome, Stapleford Tawney, Essex RM4 1SJ  
Tel 01708 688380 Fax 01708 688421 [www.flysfc.com](http://www.flysfc.com)**