



## FLY-OUTS TAKE OFF WITH DUAL CONTROL

**The 2017 programme of Stapleford fly-outs to cross channel destinations, the Channel Isles and the UK begins on Tuesday March 14, with instructors Steve Evans and James Lee in dual control.**

This year fly-outs will be on the second Tuesday of each month, as club aircraft are now being used on Wednesdays for the Air Cadets. Le Touquet is the destination for the first fly-out of the season. Both Le Touquet and nearby Étapes offer a tempting selection of restaurants and the option of swapping wings for wheels for a short cycle ride to the town centre and the beach.

The fly-outs season will then continue to explore such cross-channel destinations as: Deauville, Rouen, Caen and Cherbourg in Normandy with the possibility of a first time visit to Arras. In addition, Alderney or Guernsey in the Channel Isles, possibly Ostend or Kortrijk in Belgium will also be on the agenda.

Every effort will be made to find alternates in the UK, such as Great Massingham, Norfolk; the Isle of Wight, Compton Abbas or Kemble in case of difficult weather conditions on the continent.

Steve and James will provide a briefing at Stapleford at 19.00 hours on the previous evening. "This will be a training exercise to enable participants to file their own flight plans and GAR forms on line. We will provide the necessary information and be there to help and advise on route planning and formalities."

Both Steve and James did part of their training at Stapleford then joined the team of instructors in summer 2016. Steve has been flying since the age of 16 and did his CPL at Stapleford 13 years ago. He is a successful aerobatic competitor and judge and will be teaching aerobatics at Stapleford as well as the PPL course.

James took up flying when he left the Army three years ago. He trained initially at Kemble, then came to Stapleford to complete his ATPL and Instructor training. He is keen to take fly-outers on more locations within the UK.

Instructors will fly with crews when required for cross channel or currency checks, and it is recommended to fly with an instructor on the longer trips to places like Alderney. After the winter weather restrictions on flying, Stapleford's popular programme of fly-outs provides club members, students and private owners

with an ideal opportunity to get back in the air and get current. Friends and family are welcome to accompany pilots flying as pilot-in-command, when space is available.

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. With Stapleford's new Tecnam P2008 aircraft available, this is an opportunity to get to know a new aeroplane in the company of an instructor.

Each crew member and passenger will require a life jacket (available to hire at Stapleford for £11). Headsets can be hired for passengers for £12. PLBs and aeroplane documents are now provided in each Stapleford club aeroplane as a legal requirement when flying in the UK as well as across the channel.

Please contact Steve Evans or James Lee, if you would like to sign up for fly-outs on [flyoutssfc@gmail.com](mailto:flyoutssfc@gmail.com) or call Stapleford: 01708 688380

### ATPL CLASS OF 2017



PHOTO: SUE ROSE

The group of 15 students who started on the ATPL ground school course in January.

**Back row:** Robert Hall, Abdul MaAnni, Douglas Kithinji, Tariq Ahmed, Sardar Darzi, Malik Ahmed.

**Middle row:** Deepak Mason, Simon Langfors, Patrick Wilson, Gareth Scott, Reza Mirdamadi.

**Front row:** Mohammad Kalan, Victor Benatti, Pedram Mortezee, Amir Lesbanhash.

## STARLIGHT, STAR BRIGHT

**On 9 August, Starlight Children's Foundation will once again sponsor a Starlight Escape Day at Popham airfield and Stapleford aircraft will be taking part. Mark Lewis provides details:**

For over 20 years, the Popham Escape Day has provided an opportunity for seriously and terminally ill children and their families to enjoy rides in light aircraft, helicopters, sports cars and motorcycles.



LOOKING DOWN RUNWAY 08, POPHAM

Each year the Starlight Foundation helps bring a bit of fun, laughter and adventure to 500,000 very ill children. The Escape Days not only give the kids a memorable experience but also offers families a chance to come together outside treatment rooms and hospital wards.

In 2016, over 50 aircraft took part, including one flown by a familiar voice from our radio room, Roderick Groeneveld. With upwards of 1,000 attendees, pilots are kept busy but Roderick says that the organisation is brilliant and it was "one of the most amazing experiences of my life."

This year, thanks to the generosity of Pamela Chicken, Stapleford is donating a PA-28 Warrior to the event and Take Off Editor, Sue Rose, and I, will be taking turns in the left-hand seat.

I am also working with Starlight on fundraising activities based around the Escape Day. Any Stapleford-based aircraft owners and aviators who would like to volunteer their aircraft or time should contact me at: [mark.lewis@mrlphotos.com](mailto:mark.lewis@mrlphotos.com). Just as we were going to press, Rob Forster and Paul Ponting said they will be coming along in GZANY. A big thanks to them both!

The event is BYOP (bring your own plane) and the organisers will need to see a minimum of £2m passenger liability insurance. Pilots must provide evidence of currency and a valid medical; there is no need to hold a commercial license. A mandatory briefing is held prior to the event. Flying begins at 12:00 and runs until 16:00.

For further information contact Popham Airfield at: [pophamairfield@btconnect.com](mailto:pophamairfield@btconnect.com)

## FROM THE RIGHT-HAND SEAT

**Roy Copperwaite continues series of articles with advice for newly-qualified PPLs, wary of departing the circuit.**

The first few navs after achieving your Private Pilots' Licence can be a bit scary, so take it in stages during the first few flights, in order to gain some confidence and to build capacity.

For example: a flight to Maldon and Chelmsford, albeit a short nav, will build your confidence. Knowing where you are will give you time to monitor the engine and performance. You can then build on these routes, gradually extending your range out to Colchester, Ipswich and Harwich.

Southbound can be a challenge to some, so Hartley for the first trip, or Brands Hatch, will build confidence. If you decide to travel further and become concerned, then circle and you will see the comforting sight of the Thames to the north.

Keep up your dead reckoning skills, especially if you intend to advance on to a CPL, as this will be a big part of that course.

Runway 21 left base joins are common for commercial and experienced pilots. However, even experienced instructors will join standard overhead if the circuit is busy. So, maintain standard overhead joins until you have plenty of experience in listening for and being aware of traffic.

The twins will be back-tracking during these soft winter conditions, so give them space and remember – go-around at 400ft if traffic is on the runway.

## A TOUCH OF FROST

**Even though the days are lengthening as spring approaches it is still possible to get an early morning and early evening frost. Alan Turner warns about the dangers of frost, which may look harmless but can be a major contributor to loss of control in the early stages of flight.**

As Stapleford aeroplanes are not kept in the hangar, it is essential to check the wings, tail surfaces and all control surfaces. Any remaining frost can lead to asymmetrical stalls resulting in uncontrolled rolling of the aeroplane at take-off.

Frost could increase the stall speed by a significant amount and reduce wing lift capacity by as much as 30%.

The best way to remove frost is to take the aeroplane to the warm hangar for a short time to enable any remaining frost or ice to melt. Then wipe the aeroplane over to remove residual water which could freeze again outside. Sometimes the sun will do the job for you, so ensure leading edges are pointing into sun and all residual frost and moisture is wiped away.

It is always a good idea to carry a cloth and even a windscreen scraper in your flight bag in cold weather.

Don't forget that as you climb outside temperature drops by 2 degrees for every 1,000ft, so in chilly weather keep a check on your wings to ensure there is no build-up of ice.



PHOTO: PHIL WILLIAMS

## RE-FUELLING FOR PILOTS AND PASSENGERS

**When deciding on a destination for a trip outside the Stapleford ATZ there are several important factors to take into consideration – not least, available fuel for the aircraft and for pilot and passengers.**

This is an important consideration because the Stapleford clubhouse sets such a high standard, and often on a short trip, we decide to get back in time for lunch. Here are recommendations based on the experiences of Keith Cullum, Matt Mills, Amy Chau, frequent-flying passenger, Alison Batey, and *Take Off* Editor, Sue Rose, among others. Please do send me your recommendations for future issues.

**Bembridge** \*\*\* – *Propeller Inn* on the airfield. New people have taken it over and its very friendly with good food selection (as of last Saturday!). *The Crab and Lobster* is worth the 30-minute walk – or short taxi ride. Lovely seafood and ocean views.

**Compton Abbas** \*\* – Good airfield restaurant but busy on sunny weekends.

**Conington** \* – Flying club café serves good butties, etc.

**Coventry**\*\*\* - The *DC6 Diner* is a must. Wonderful old aeroplane converted into a good restaurant. Visit the cockpit and enjoy on-board catering to a higher standard than many airlines.

**Denham** \* – *Crew Room* café on north side – good snack food – including good pizzas and excellent coffee.

**Fenland** \*\* – Good clubhouse restaurant with a particularly attractive selection of home-made cakes and good quiche

**Gloucester** \*\* – Good food selection at *Aviator* restaurant just opposite main entrance.

**Goodwood** \*\* – *Aero Café* in old Control Tower the other side of the race track from the pits until new clubhouse is complete. Upstairs watch the cars and planes whilst you eat.

**Great Massingham**\*\*\*: Well worth the walk across the fields to *The Dabbling Duck* in the picture-perfect village for a gourmet experience

**Half Penny Green** has a good café below the control tower.

**Kemble** \*\* – *AV8* airfield restaurant is recommended but very busy on sunny weekends.

**Keystone:** *Pheasant Inn* looks great from outside and great food.

**Lydd**\*\* - *Biggles Bar* scores on nostalgia and views across the airfield toward the Channel

**Nottingham** \* – Airport café – Excellent homemade cakes!

**Oxford** \*\* – *The Jolly Boatman* pub on canal side about 20min walk. Good pub grub.

**Sherburn-In-Elmet** \*\* – Airfield clubhouse serves good selection.

**Shobdon** \*\* - Airfield clubhouse serves good selection.

**Sywell** \*\*\* – The art deco *Aviator Hotel* on the airfield recommended - *Pilots' Mess* for more basic offerings.

**Tatenhill** - where good views of runway and landing can be seen.

### NEARBY FOREIGN AIRFIELDS

**Calais, FR** \* – Airport restaurant or short walk (½ mile) to local bar/restaurant in Marck.

**Le Touquet, FR** \*\*\* – *L'Escale* restaurant at airfield – excellent. Or cycle/walk/taxi into town. *Le Matisse* is a regular haunt for fly-outers. *Aux Pêcheurs* in Etaples, on the opposite bank of the River Canche is specialises in seafood and views across the airfield.

**Midden Zeeland, NL** \*\*\* – Highly recommended airfield restaurant with healthy portions of Dutch food – and watch the planes, gliders and parachuting whilst you eat.

**Seppe, NL** \*\* - Good airfield restaurant.

### Editor's note:

But make mine a cheese and mushroom omelette and a coffee back in our own Clubhouse. And the soups and Sunday roasts are a big attraction. \*\*\*\* for my money.

## SUCCESS STORIES

Congratulations to all students who have flown their first solo and to those who have recently achieved their PPL despite the problems of winter weather:

**First Solo:** P Clark, Andrew Inglis, Steve Jenkinson, Simon Landsman, Denbert White.

**Skill Test:** Kunal Bhatia, Prabin Bhusal, Matthew Clarke, Gustavo Coito, Prentice Garces, Gedeon de Siqueira Junior, Halil Ilpek, Muhammad Khan, Seyed Mirdamadi, Jamaal Robinson-Matthews, Kirk Smith, Takeshi Takahashi.



TAKESHI TAKAHASHI

## PPL GROUND SCHOOL TAKES OFF

Weekly Ground School sessions for PPL students at Stapleford started on 7 February and will continue each Tuesday from 19.30 – 21.00. Each session costs: £24.

The sessions are being run by senior Instructor, Shaun Eason, who has produced an online database of questions which students get access to. Each section should be covered in one session. Students are expected to do some background reading before the course.

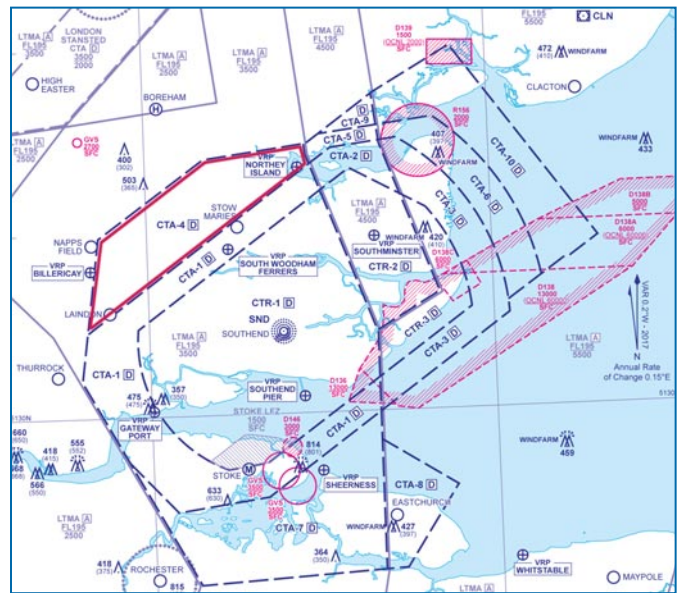
Ground School classes started with Air Law followed by Operating Procedures, continuing with Meteorology; Navigation; Aircraft General; Flight Performance and Planning; Principles of Flight; Communications; Human Performance

Shaun is also offering one-to-one sessions for anyone who is interested.

To book for a Ground School session please contact 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.

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



## SOUTHEND CLEARANCES

Southend ATC has asked pilots requiring the use of CTA4 (controlled airspace in the area of Hanningfield) for general handling purposes, to request the clearance to enter Controlled Air Space only when they are actually ready to enter.

Southend recognises that details may involve manoeuvring through various levels and have requested that on leaving CTA4, laterally or vertically, for longer than 5 minutes, pilots report complete (the clearance is then cancelled) and subsequently ask for another clearance to enter.

## TIMELY REMINDERS:

- If you haven't already renewed your Stapleford club membership, please do so now by contacting Reception: [reception@flysfsc.com](mailto:reception@flysfsc.com)
- Do you still have a JAR pilot's licence? Don't forget your JAR licence is valid only for five years and if you wish to continue flying must be converted to an EASA licence. You can apply for your EASA licence online, for further information go to: [www.caa.co.uk/General-aviation/Pilot-licences/Convert/Converting-to-an-EASA-licence-from-a-UK-national-or-JAR-licence](http://www.caa.co.uk/General-aviation/Pilot-licences/Convert/Converting-to-an-EASA-licence-from-a-UK-national-or-JAR-licence)
- The recent spell of bad weather has prevented many pilots from flying. Remember that if you intend to hire a club aircraft, you will need to have flown within the previous 45 days if you have less than 150 hours' flight time, or 62 days if you have more than 150 hours. A short flight with an instructor will restore your currency but this needs to be booked with reception.