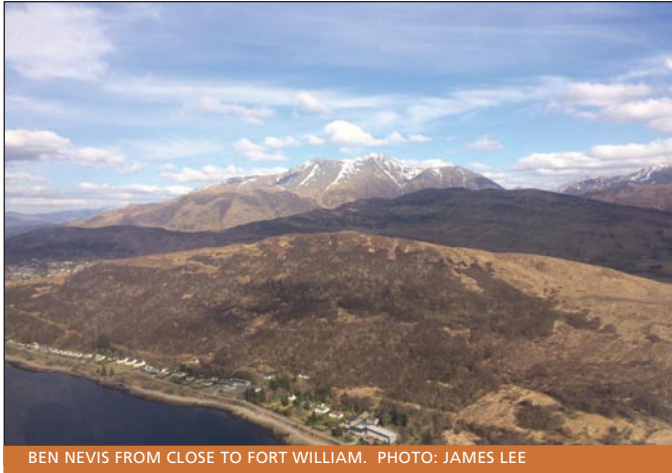




UP, UP AND AWAY

AMBITIOUS FLY-OUTS PROGRAMME OFFERS NEW CHALLENGES



BEN NEVIS FROM CLOSE TO FORT WILLIAM. PHOTO: JAMES LEE

Stapleford's most ambitious programme of fly-outs ever is offering a wide variety of opportunities and challenges for pilots with long distance trips as far afield as Croatia and the north of Scotland as well as shorter flights to new destinations and old favourites.

A very successful and popular trip to first-time destination, Reims Prunay (LFQA) in May provided flying challenges for the four crews on the "champagne run", and their knowledge of aviation French was seriously challenged by ATC's demands for calls in "French only" at Reims. Lack of customs facilities at Reims also required a stop at Le Touquet, where, unusually, it was also French only.

For future reference when flying into uncontrolled airfields in France, here is a guide to aviation French helpfully provided by Ken Martlew:

<http://www.francoflyers.org/french-radio-calls.html>

Fly-outs provide ideal opportunities not only for those hour-building on the way to a CPL and a professional career but for club members to re-gain currency after the restrictions of winter weather flying. For new PPLs, this is your chance to get cross-channel checked. There is now a website for booking: <http://www.evansabove.us/flyouts.php>

Looking ahead, there are 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 Cerfontaine, Belgium and Hoeven in Holland.

Fly-out organisers, James Lee and Steve Evans say: "We have tried to have a spread of hours to suit the budget of all and a spread of dates 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 these 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 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.

June 5: 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)

If you would like to sign up for fly-outs, book on the website or contact Steve Evans or James Lee: flyoutssfc@gmail.com or call Stapleford: 01708 688380.

SCHOOL REPORT ON DANGERS OF LASER POINTERS

Stapleford Flight Centre featured on the BBC School Report website following a visit to the airfield by four pupils from Chigwell School. One of the group, Ben Punt, reports:

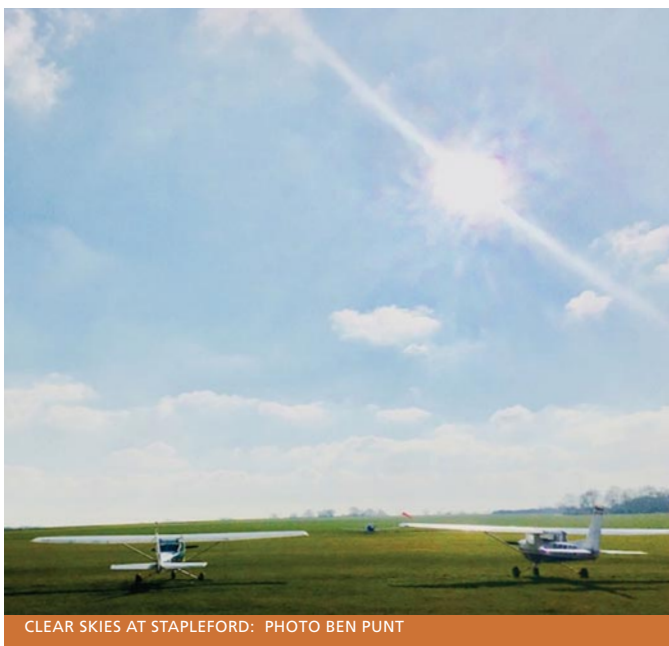
Each year, Chigwell School pupils aged 12 and 13 participate in the BBC School Report project. This involves groups of pupils each making a news report which is edited to a professional standard before it is uploaded to the BBC School Report website.

My group, consisting of myself and three friends, chose the theme of laser pointers and the harm they can cause pilots for our report. We thought this was of interest because it is potentially so dangerous and lasers, that can be bought easily, are becoming ever more powerful.

John Cullis (who achieved his Private Pilot's Licence at Stapleford) is a Chigwell School Governor and he kindly arranged for our group to visit Stapleford Airfield. On arrival we met Captain Colin Dobney, who we interviewed. He explained both the safe and dangerous uses of laser pointers. For example, he said that they are used in training, but he warned that they can also blind pilots if they are pointed at planes.

We also interviewed Nick Ginty, who was on duty in the Radio Room. He explained his job in detail, which was very interesting. We heard him talking to pilots over the radio as they brought their planes in to land. He also talked about the dangers of laser pointers.

We thoroughly enjoyed our visit to Stapleford and would like to thank all those who were so helpful to us. The visit played a vital part in our report which you can see at: <https://gateway.chigwell-school.org/bbc-school-report/2018>



CLEAR SKIES AT STAPLEFORD: PHOTO BEN PUNT

PILOTS URGED TO HELP PREVENT BORDER CRIME

Brian Peppercorn, Deputy Head of Training, urges Stapleford pilots and aviation enthusiasts to support Operation PEGASUS, encouraging members of the public to report suspicious activity in the vicinity of airfields:



Stapleford recently had a meeting with representatives from the UK Border Force. Their remit is to secure the UK borders and ensure that people and goods passing into the UK are checked and ratified and pose no threat to the economic and physical wellbeing of the UK and its residents, which means us. It is an

important responsibility and one which I feel we should support and therefore I urge you to support operation PEGASUS, an initiative running through 2018.

Operation PEGASUS is a cross-law enforcement initiative between Border Force, Police and the National Crime Agency. It is working to encourage members of the public to report suspicious activity sighted around airfields. Not every aeroplane and airstrip can be monitored continually by Border Force and as a result, we in the aviation community can play a vital role in preventing border crime and maintaining community safety.

Here are just a few examples of the sort of things that Border Force are asking the aviation community to be vigilant for and report if felt necessary:

- Has the flight landed short of its notified destination?
- Is the pilot's behaviour unusual? Do they disregard rules and procedure such as PPR, flight plan and GAR submission?
- Does the pilot always pay for lessons or landings in cash, or via credit vouchers and gift cards?
- Have you seen any unusual modifications to an aircraft that would create a void space in which to hide things?
- Does the pilot have any luggage which looks unusual?
- Is the aircraft muddy when only tarmac strips are on the flight plan?

As members of the aviation community we are the experts on aircraft activity in our area and are best placed to spot anything unusual. Border Force would always be interested to hear if something is concerning you,

regardless of how big or small of an issue it seems.

Border crime causes immense harm to the UK and by reporting any suspicious activity around an airfield we can help prevent smuggling, immigration crime and terrorism.

You will notice posters around the airfield with contact details should you have something to report. I have agreed to be the interface for Stapleford with Border Force. If you have any concerns, please feel free to contact me and I will ensure your concerns are passed on. If you wish to remain anonymous please leave a written note on my desk. Reception can advise you where to find it.

As pilots in GA we hold a privileged position with access to areas that the general public never see or get near to. Let's all help the authorities in their quest to keep us all safe and secure.

ANNELI IN COMMAND

Senior CPL instructor, Anneli Christian-Phillips has been appointed Chief Theoretical Knowledge Instructor, responsible for Stapleford's very successful ATPL ground school courses. On May 1 she took over from Adrian Oliver, who has been in charge since the courses began in March 2014.



ANNELI CHRISTIAN-PHILLIPS

Anneli has been flying for more than 25 years and is a senior instructor on the CPL course. She has been one of the team of nine Stapleford instructors on the ATPL course, teaching Air Law; Aircraft General Knowledge; IFR and VFR Communications; Human Performance and Limitations; and Operational Procedures.

"Adrian is stepping back from the role of Chief Theoretical Knowledge Instructor, having been the driving force behind the ATPL school since we started nearly five years ago. I will be using all his knowledge and expertise and hope to continue to see our ATPL school grow and build on the good reputation we have for our students and their airline careers.

There are currently 14 students from modular training programme and four from the integrated

programme on the six-month ATPL ground school course with another four starting in July. So far students have achieved a very creditable average 80 per cent pass rate, and Stapleford now has ex-students flying for many different airlines across the world, including EasyJet, Ryanair, Thomas Cook, Thomson, Flybe and Jet2.

Using her own very considerable knowledge and experience Anneli is also the author of a book: *The Commercial Pilot's Licence*, an essential aid for anyone thinking of a professional career in flying, and a most informative and stimulating read for private pilots and aviation enthusiasts.

For further information contact: Course Coordinator, Lisa Wilkinson: lisawilkinson@flysfc.com or call 01708 687103

***The Commercial Pilot's Licence* is published by Airline Publishing at £14.99 (ISBN 978-1-84797-426). Copies are available from Gerran Aviation at Stapleford and online.**

CROSSING CLASS D AIRSPACE

General Aviation pilots wishing to transit Class D airspace in the London area can now use a new online pre-notification tool. This new portal launched by NATS in January can be accessed on <https://aup.nats.aero>.

This was developed in response to a controller survey and now gives pilots the option to submit their notification on the portal at least 60 minutes before their intended crossing time so NATS controllers can prepare for their arrival – helping pilots with their requests and enabling more efficient use of the airspace.

The trial of the new system includes: Stansted CTA /CTR; Luton CTA/CTR; London (Heathrow) CTR (Outer); Gatwick CTA/CTR; London City CTA/CTR. It does not include Southend.

Radio calls will still be required as an online submission does not constitute a clearance to cross Controlled Airspace. The pilot must still make a radio call to the relevant unit, saying, "G-ABCD, request transit, as filed".

ATC will acknowledge the transmission and consider the request. If possible, and depending on traffic, workload etc, an ATC clearance or alternative clearance will then be provided, which if acceptable to the pilot shall be read back in full. The aircraft must remain outside any CAS until ATC has provided a clearance and it has been acknowledged and read back by the pilot.

For further information go to: <https://www.nats.aero/news/nats-launches-pre-notification-tool>

FROM THE RIGHT-HAND SEAT

Instructor, Roy Copperwaite continues his series of articles with **The Approach and Landing (Part 1)**

A stable approach is essential to a good landing. However, to gain a stable approach, it must start from a good base set up. Assess the wind, i.e. tail/head or nil, and adjust the power as necessary. Ensure the speed is within VFE (maximum speed for flap extension) and apply two stages of flap, then most importantly, trim the aircraft properly.

Once the aircraft is trimmed then you will only need to concentrate on the use of power. Remember power for height and elevator for speed. Focus on the threshold. If it moves up you are undershooting, so add power. If it moves down, you are overshooting. Reduce power.

Maintain speed and the centre line of the runway all the way down to just before the flare. So many times, speed is lost or gained by pulling or pushing when small power adjustments will solve any height issues.

If conditions are turbulent, allow the aircraft to fly through them. In crosswind conditions the aircraft will need to be heading slightly into wind, which will also give you an early indication of the correct rudder input during the crosswind landing phase (to be discussed in Part 2).

Avoid using large inputs of aileron during the approach, as this creates adverse aileron yaw. Instead small inputs of rudder are much more effective.

Remember a stable approach leads to a good landing. After a certain amount of practice, you should be aiming for stable speed and one power setting, reducing the work load to a minimum. But always be prepared to go around.

In the next issue I will discuss the black arts of the landing phase.

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: Mian Qasim Ahmad, Fatemah Alsuwaidan, Malik Ammar, David Ash, Behnam Behzadi, Daniel Boddy, Carl Budge, Owen Coote, Bellal Gommari, Jon Hinton, Matthew Maynard, Harvey Paradise, Mukhtar Parviez, Andre Ricardo, Thunvir Shahul-Hameed, Audrey Teo.

Skills Test: Chris Eyre, James Harper, Adam Majid.

FLYING COMPANIONS 1

Two former Stapleford Instructors, Nayan Hirani (Captain) and Olly King (First Officer) both with Ryanair found themselves flying together on a Ryanair flight. Both Nayan and Olly trained at Stapleford.



NAYAN HIRANI AND OLLY KING AT THE CONTROLS OF A RYANAIR B737 - 800

FLYING COMPANIONS 2

Stapleford Flight Centre is pleased to offer a short course designed for passengers who would like to know more about flying or to act as safety pilot. A complete course would comprise eight hours of dual instruction and 10 hours of briefing, culminating in the safe recovery and landing of an aircraft as a result of a simulated emergency.

Attendees would also receive an Aircraft Owners and Pilots Association (AOPA) Flying Companions Certificate. Courses can be tailored for those wanting less formal training or with specific requirements.

For further information contact Reception at Stapleford: 01708 688380

MISSING THE MAST?

When you last took off from runway 21, or turned final for 03, did you notice there was something missing? Plenty of pilots have remarked on the disappearance of the Lambourne End Mast, which had become a familiar landmark for us all. And several have been extending base leg on 03 as a result.

The Lambourne Mast which served London Ambulance Service NHS Trust has now been demolished. In its place will be a new single storey building, which will not be nearly as useful when judging that turn on to final for 03. Passing the mast to the right on the climb out from 21 had become a familiar part of the routine.

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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