



# CELEBRATING STAPLEFORD FLYING CLUB'S 50TH BIRTHDAY



**Stapleford Flying Club will celebrate its 50th anniversary later this year with special events including a dinner dance and awards ceremony**

To mark the 50th anniversary of John and Tania Chicken taking over Stapleford Aerodrome and setting up Stapleford Flying Club, there will be a special Dinner Dance and Wings Presentation ceremony at Woolston Manor Golf and Country Club, Abridge Road, Chigwell on Saturday 23 November. **Save the date.**

The event will feature the presentation of Wings to all those attending who have achieved their Private Pilot's Licence since the last Wings presentation event five years ago. Awards will be presented to the Pilot of the Year; Student of the Year, Instructor of the Year and the Take Off Award for the most enterprising club member, among other awards. With ever more adventurous fly-outs there will be no shortage of candidates for the "longest journey" award.

It is 50 years since John and Tania took over the running of Stapleford Aerodrome, the former World War 2 airbase, and home to the Herts and Essex Flying Club, established by Tania's father, Roger Frogley. John continues active involvement as Managing Director, with his daughter, Pamela as Chief Executive. Sadly, Tania died three years ago, but her contribution to the success of the flying club will be celebrated at the Dinner Dance.

John and Tania set up the club in 1969. Initially, they didn't have any aircraft, so they hired three Condors from Norman Jones who owned the Tiger Club at Redhill. They hired them for £2 2s and 6d (two pounds, two shillings and six pence), and then they were rented for £5 an hour!

There is now a fleet of more than 30 aircraft. The club membership now exceeds 500 pilots and the training school for the airline pilots of tomorrow goes from strength to strength. So do come and celebrate Stapleford's successes and the legacy of John Chicken and his family on November 23. Standby for further announcements.

**For further information about the Dinner Dance and Awards Ceremony please contact Penny Hodges: [penny@flysfc.com](mailto:penny@flysfc.com)**

## TON-UP LUCIE SCORES 110 AIRFIELDS VISITED

**Congratulations to Lucie Harrison who has flown into more than 100 different airfields around the UK and France since achieving her PPL at Stapleford in 2011 – an inspiration to us club members to venture further afield. Lucie shares her experiences and comments on some of the more unusual or challenging destinations:**

Generally, for the aircraft I fly (G-CHAS, an Archer 2, based at Stapleford), my criterion for landing is no less than 600m. There are a number of challenges in finding new airfields, but it is very good for sharpening up your landings, particularly short field landings and take offs. I also check approaches - trees, pylons and firmness. Some of the airfields I have visited are ideal for cold and wet conditions but others are shorter than 600m, grass and steep so even more importantly then, temperature and weather must be factored in.



LUCIE HARRISON

Most of the owners lovingly care for their airstrip; others quite clearly don't want you landing there. All the less popular, privately owned airstrips that I have landed at have something special about them, whether it's the warm welcome, the great local pub, or special scenery. The 100th airfield was Bicester - a gliding site. So, what better way to celebrate than a glider flight!

My lists include all the more popular local destinations like, Andrewsfield, Earls Colne Headcorn, Lydd, Southend, Sywell, Turweston, Wycombe etc. as well as Alderney and Guernsey, Le Touquet, Saumur and St Omer. Some of the more unusual airfields include:

Brimpton (in the Aldermaston Zone but is easy to get permission to land there); Cottered (an airfield many of us fly over regularly in the gap between Luton and Stansted. It's 500m and generally you need to land uphill and take off on the downhill. There is a lovely pub in the village); Deenethorpe (recently been taken over by new owners who keen to have visitors - a lovely one for winter too with hard runway 1200m); Elmsett (another long runway - 890m but grass).

Among my other recommendations are: Husbands Bosworth (gliding site but welcomes other visitors); Main Hall Farm (a lovely one for lunch at the local The White Swan); Keystone - The Pheasant also excellent); RAF Henlow (needs 48 hours' notice but very friendly and there's a coffee when you get there); Spanhoe and Shacklewell are in the Wittering Zone. Don't be put off - it's all straightforward and Wittering are helpful.

**Editor's Note: If anyone has interesting airfields to add, please let me know and they will be included in the next issue of Take Off.**

## BIZ JET BRIAN

**Brian Peppercorn, Stapleford's former Deputy Head of Training, describes his new life in the fast stream, flying a business jet:**

When I left my previous career in technology in 2002 it had always been my intention to work as a flying instructor to retirement, I had no intention of going beyond into mainstream commercial aviation.

Occasionally I would think about other paths but rosters, earlies, lates and big aeroplanes just never appealed to me, they still don't. After 14½ years at Stapleford, however, an opportunity arose to fly a small business jet and I had to make a decision. It was not an easy one, but I opted for the unknown and given the nature of the business the unknown is a good description as I now never know where I might wake up tomorrow!

I was apprehensive about the type rating but kept thinking of the hundreds of people I had taught and thought, rightly, that if they can then so can I. It went pretty well, so now what was the "job" all about?

Biz jet operations are all about short bursts of frenetic, professional activity interlaced with periods of calm. The objective is simple, a customer books a trip, often at short notice and the pilot's job is to plan and execute the safe passage for them. From arriving at the airport to leaving another airport at the far end is engrossing and demanding. It is very rewarding putting the training to work in the environment it was designed for

and considering all of the maybes and what-if's so that at all times a coherent plan is understood by both crew members, although always subject to change.



THE CESSA CITATION EXCEL FLOWN BY BRIAN AT BERN

Unlike scheduled operations, who wait for no man, Biz jets are there to fit around the client so departure times can vary from the plan if the client arrives early or be delayed if the client so decides. This is normally negotiated via brokers not directly with the clients. On a flying day the plan can change in an instant. As crew we always take a case with us as a day return London to Paris might end up in Finland or Morocco so that case needs to have snow boots and flip-flops!

What is not so obvious are the other elements to the job that flight training and type ratings can't teach. I am enjoying the challenge of my new role and that extends as much to the piloting side as to the other elements that fit around it, I am missing teaching though. For any SFC commercial student thinking of a future in Biz jets I would be happy to share my experience to help you choose the right path:

[brianpeppercorn@flysfc.com](mailto:brianpeppercorn@flysfc.com)

## FROM THE CFI'S OFFICE

**In the first in a series of articles Stapleford's Chief Flying Instructor, Jon Onsloe provides "fuel" for thought on the use of the aircraft fuel pump:**



For those of you who have only ever flown a C152 you will not be aware that some aircraft have fuel pumps, and that we turn them on and off. As an instructor and examiner, I would like to relay to you something which frustrates me no end. **Fuel pumps DO NOT go off at 1,000 feet. (yes, you heard that right!)**

So many skills test candidates wrongly believe they will impress me greatly by turning off the fuel pump(s) as that altimeter passes 1,000 feet. Firstly, fuel pumps go on when you are descending to 1,000 feet AGL (so 1,200 feet QNH at Stapleford) or at any critical time of the flight (take off, stall practice etc).

Fuel pumps may be turned off, when the pilot is in straight and level flight at an altitude where they would be willing to glide to a field should the engine stop. They should pick a field first, and plan how they would glide towards the field into wind. Only when they are happy that they have good field, with a good plan, may they risk turning it off. They then check the status of the aircraft for at least two minutes.

The aircraft has lots of redundancy, different mags etc, but the most likely cause of an engine failure is fuel. The aircraft can happily run for a few minutes after you have shut off the fuel, due to fuel in the lines. The same process should be followed when they change fuel tanks.

**Pick a field, work out your plan with the wind, and only then change tanks, then monitor for two minutes.**

Lastly on the subject of fuel tanks. The next time you're in a Piper, before you start up, attempt to turn off the fuel. You will struggle if you have never done this before. There is a small catch at the back of the fuel selector that is unknown to people who have not attempted to do this previously. I have sat for 5-10 mins on the ground watching a student attempt to turn the fuel off. Imagine if the aircraft was actually on fire!!!

## CONCORDE CONNECTIONS

**Maurice James, Stapleford Instructor, and owner of the popular Super Cub, G-BIJB reflects on his experiences with two iconic aircraft:**

It is a sobering thought that my humble contribution to the iconic Concorde was so long ago - to be precise it was 53 years ago! My first proper job after graduation was with Bristol Siddley Engines Ltd in Filton where I found myself posted to the Olympus 593 development office and put into the Combustion section looking after the flame tubes, fuel and reheat systems.



MAURICE JAMES AND CONCORDE ENGINE

This was, of course before the first flight of the aircraft but the engine was being flight tested slung under Vulcan XA 903. These tests were well worth the effort as many deficiencies in the combustion system were brought to light. One was the break up of the heat shields around the combustion casing due to the intense acoustic fatigue. This problem became mine to solve.

It was obvious that the problem emanated from the hard mountings of the gold-plated shields and that some form of damping was needed. The solution was simply to sandwich the shield between layers of metal lattice much like a pan scrubber! It worked!

You can imagine how chuffed I was when I spotted my very own modification on an engine parked in a stand underneath the Concorde in the Filton museum which I visited recently with an ex working colleague from Dassault. The Aircraft in the museum is G-BOAF and was the last one to fly.

A glance in my own logbook will see that on 24 October 2003 I was airborne in the back of the Super Cub with Tony Glover in the front getting his tailwheel conversion. By chance we happened to look up through the transparent roof of JB at the instant that Concorde G-BOAG crossed over LAM VOR inbound from New York on the very last scheduled 'Speedbird' flight.

I remember asking Tony, "what do you have in common with that Concorde Captain?"

"I don't know" he replied.

"You are both flying an iconic and stimulating aeroplane!"

Just think, you can fly one of those iconic aircraft right here in Stapleford, although, admittedly, it is the slower of the two – but at least JB it is still flying!

**To book a lesson in the Super Cub, call Stapleford Reception: 01708 688380**

## FLEXI FLY-OUTS

Stapleford's fly-out season began with a very successful trip to Reims via Calais despite poor weather requiring take off to be delayed by two weeks. This was followed by a somewhat challenging trip to St Truiden, which required negotiating complicated Belgian airspace.

Instructors James Lee and Mark Cozzolino, the fly-out organisers have planned a well-varied and ambitious programme to suits all tastes and all purses. As the April fly-out demonstrated, flexibility on dates and destinations is often necessary. James urges fly-outers to come forward with their ideas of alternative destinations, and dates to suit their diaries and weather conditions. "If you have experience of interesting airfields you have visited or would like to visit, do let me know, and we will do our best to accommodate your suggestions. Let us know if you can't manage the scheduled dates and we will see what we can do". says James.

As usual the short trips will be on the second Tuesday of each month. If weather intervenes to prevent a cross channel flight, then every effort will be made to find an interesting alternative in the UK.

Fly-outs offer a great opportunity for hour-building, for getting cross-channel checked, for currency checks, or simply the experience of flying to a destination further

afield, exploring and lunching together in the company of fellow pilots. Instructors will be on hand to provide a briefing and assist with completion of flight plans and GAR (Customs) forms, as well as cross channel checks.

Monchengladbach in Germany (June 11) is another new destination for day trips. There are return visits to Texel in Holland (July 9), along with Deauville (August 13), Cherbourg (September 10) and Dieppe via Calais (October 8). For hour-builders and other enthusiasts looking for logging plenty of hours, James and Mark are planning a three-day **Baltic Run** along the North European coast to Poland (5/7 June), a two-day trip to Easter in the north of Scotland (15/16 June) and an overnigher **Emerald Isle Run** to Ireland (29/30 June).



In July look out for a two-day **Bull Run** to Pamplona (6–7 July) and a repeat of last year's very popular three-day **Dambuster Run** to Germany (17–19 July). There is a five-day **Central Europe Run** planned for August. The plan would be for crews to base themselves in Bielefeld in Germany, with day trips to Berlin, the Harz Mountains, the Frisian Islands, Bavaria, Denmark and further afield. There is a five-day **Balkan Run** to Croatia and Bosnia lined up for September 15–20. Those booking for the longer trips will be asked to pay a deposit in advance.

Those interested in booking up for fly-outs should go to the website: <http://www.evansabove.us/flyouts.php> and sign up; contact James Lee or Mark Cozzolino at [flyoutsfc@gmail.com](mailto:flyoutsfc@gmail.com) or call Stapleford Reception on 01708 688380

## FROM THE RIGHT-HAND SEAT

**Instructor Roy Copperwaite provides advice on converting from a C152 to a PA28**

Now that summer is arriving, maybe it's time to convert onto another aircraft. The most common conversion is that from the C152 to a PA 28 Warrior.

You should start by getting to know the aircraft on the ground. Although the Warrior is a 4-seat tourer, it can easily be overloaded, so work through the weight and

balance, including where the weight should be placed, along with performance figures for those trips into airfields with potentially limiting runway distances. Fuel consumption is, as usual at the back of the Tech Log. If after calculating the weight and balance, you decide to fill the tanks to the top, be sure the flight will go ahead, as the next pilot may not be able to take their passengers. This is similar to the long range C152.

A conversion onto a PA 28 generally takes two sorties - general handling and circuits. Your instructor will walk you around the aircraft for the pre-flight checks. Taxiing is different, being nose wheel steering and it will not change direction as quickly as it is a heavier aircraft. In the air the first sortie will be targeted at general handling aspects, turning, climbing, stalls, steep turns and practice forced landings. The second sortie will be circuits i.e. glide, flapless, bad weather and of course, normal.

So, what are the quirks? The most important aspect to remember is to manually change tanks, so frequent FREDA checks are required and when completing pre-landing checks, do them. Don't just say them - i.e. fuel - remember tank selection, contents, pump (on - off), fuel pressure.

The flap is another aspect of tuition. The PA 28 has a mechanical flap lever, lever up - flap down. Operate the flap lever slowly and one stage at a time. Your instructor will demonstrate raising all three stages at the same time, and when he does, envisage being 50 ft off the ground, as if you were going around from a baulked approach. Once you have flown this aircraft you will not want to revert to the C152.

## SUCCESS STORIES

Congratulations to all students who have flown their first solo - especially to Joe Donovan and Oliver Osborne who achieved their first solos at the age of 16. And to those pilots who have recently achieved their PPL - onwards and upwards. Wishing them all the best for their future flying.

### FIRST SOLO:

Adam Amriche, David Ash, Lewis Bonney, Craig Charles, Daniel Collins. Joe Donovan, Craig Farthing, Alexander Holder. Ben Lambert, Jordan Miller, Oliver Osborne, Kevin Ragi, Victor Sanchez, Dan Sweetnam, Rob Thomas, Hayley Thomson and Adam Warwicker.

### SKILLS TEST:

David Bleach, Matthew Clarke, Sudeep Humagain, Samuel Leviet, James Matthews, Brami Menachem, Sagar Patel, Samuel Van Schijndel and Joe Tinsley.

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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