



## NEW COURSE FOR AIRLINE PILOTS

Stapleford is among the first flight training schools in the UK to offer the new Airline Pilot Standards Multi-Crew Co-operation Course (APS MCC). The course has been introduced by the European Aviation Safety Authority (EASA) in response to pressure from the airlines, to deliver enhanced MCC training incorporating the Jet Orientation Course (JOC).

Colin Dobney, Head of Training says: "This new course is designed to prepare pilots better for jet type rating courses. Already some major airlines are indicating a preference for recruiting pilots equipped with this APS MCC. It will include advanced swept-wing jet aeroplane training and advanced airline operations scenario training and is designed to prepare pilots to operate a medium narrow body jet aircraft.

"Stapleford is particularly well placed to deliver this new and more advanced training, using our state-of-the-art ALSIM ALX medium jet flight simulator, which although generic has many of the features found on Boeing and Airbus jet aircraft. While the new course is competitively priced at £4,995 and will attract students looking for a jet airline career, we will continue to offer the current MCC and JOC courses for those students for whom they are better suited."

The first of the three-week courses started in October and the second course begins on December 3. The training extends from the current 20 hours for the MCC to 40 hours of simulator training with ground school increased from three to five days

**For further information about the new APS MCC courses please contact Colin Dobney, Head of Training: [colindobney@flysfcc.com](mailto:colindobney@flysfcc.com); 01708 687117**

### WINTER FLIGHT

**Elizabeth Wehrfritz, PPL student reflects on her experiences of winter flying:**

It's cold, really cold. Three days to New Year. Even after midday remnants of frost in bright sunshine sparkle on airfield grass, beautiful but disastrous for aerodynamics. I offer to help with the unenviable task of removing ice from aircraft wings (especially upper wings where airflow must be faster), fuselage, propeller and tail but, rather to my relief, this isn't taken up. So C152 "Mike Juliet" – and my instructor – disappear into a hanger. Meanwhile I wait in the warmth of the clubhouse.

Climbing into the blue reveals wreaths of silver mist on an indistinct horizon, coloured layers merging, sun-infused, translucent. A few minutes later Hanningfield Reservoir 2,000 feet below, reflects intense blue; to the south the Thames has transformed into a glistening silver snake; ahead to the east the Crouch estuary inlets glisten, irregular, unpredictable, an abstract design but infinitely more fulfilling than any work of art.



WINTERY CONDITIONS AT STAPLEFORD. PHOTO CHANDRA NAUTH-MISIR

Doing steep level turns the distant mist layers angle sideways as the aircraft's nose dips appearing to plunge, making this shimmering deceptive horizon seem even more surreal. Rolling out into low sun, the bright orange haze momentarily dazzles.

Returning west, only the tops of Docklands' distant skyscrapers are visible spiking above remote mist, floating mysteriously, unattached, a city on a distant planet, unreal, surreal. *Star Wars* has nothing on this; could this be where filmmakers found inspiration? But reality is infinitely better.

Mist patches are lower now – circuit landmarks blurred into bare recognition – even the white water tower, usually a reassuring sign of home. Pierced by bright, low, winter sun – exquisitely beautiful but equally treacherous – in virtually windless conditions runway direction has been changed while we were in the air to 03 so we don't land blinded by glare.

The views from 2000 feet up are totally unforgettable. And yes, while admiring the view I DID remember that the ultimate priority is first and foremost to fly the aircraft. I would rather not have too close an impact with the view.

## STAPLEFORD TRIALS NEW GA NAVIGATIONAL SURVEILLANCE SYSTEM TRIALS

Stapleford Flight Centre has been selected by AOPA (Aircraft Owners and Pilots' Association) to take part in trials of the General Aviation Improved Navigation and Surveillance (GAINS), a new initiative designed to make aircraft more situationally aware of other traffic.

AOPA is exploring the benefits and limitations of electronic conspicuity for General Aviation in combination with a display of traffic information at GA aerodromes with ATS provision.

Private aeroplane owners at Stapleford are to take part in the trials scheduled for December 3 or 4 depending on weather. The airspace around Stapleford will be closed for the hour while the aircraft taking part are flying round the circuit. This would be comparable to a busy weekend circuit scenario.

The pilots and their observers have been asked to evaluate the system from the pilot's point of view after the trials. The GAINS project will pay for fuel and landing fees for aircraft taking part. Pilots taking part have been provided with the equipment and briefed on its use at the briefing in November

**For further information at the GAINS trials please contact: Colin Dobney, Head of Training: [cd@flsfc.com](mailto:cd@flsfc.com); 01708 687117**

## PPL GROUND SCHOOL EXAMS

**Part-time instructor Shaun Eason provides encouragement and advice on PPL ground school exams:**

Winter months can be a pain with many a day offering no flying and potential boredom. However, this is a good time to catch up on your ground school.

Don't let your flying overtake your ground school. You need Air Law before you go solo in the circuit. You ought to have passed Navigation and Meteorology before you fly solo navigation. If you find the thought of passing these exams stressful then talk to us because we can help and even make it fun!

What you need to know is this. There are nine exams in total: Air Law; Meteorology; Navigation; Aircraft General Knowledge; Human Performance; Operational Procedures; Flight Performance and Planning; Communications; Principles of Flight.

There are six exam sittings available for taking the nine exams. You should aim to sit at least two exams at each session. Each sitting lasts ten consecutive days so you have time to spread things out. Use your instructor and Stapleford generally. All of us will help you, that's what we are here for. You are allowed three attempts for each subject. A Pass is 75%.

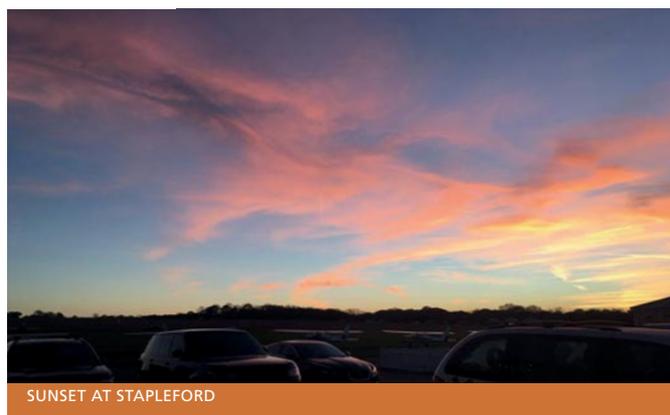
Once you take your first exam, you have 18 months to pass them all. Once all the exams are passed then you

have 24 months to pass your flight test and get your pilot's licence.

**Shaun has been a part time instructor at Stapleford since 2006. He began flying in 2000. He teaches PPL, Night Ratings and Aerobatics. He also owns a vintage Piper Vagabond and a Taylor Titch. He is always on hand to help. [shauneason67@hotmail.com](mailto:shauneason67@hotmail.com)**

## HIGH TIME FOR NIGHT FLYING

Shorter days means it's time to add a Night Rating to your PPL. An essential for CPL students and all those aiming for a career in aviation, but also a well worthwhile rating for PPLs intent on adding to their flying experiences. The views across London and the Thames estuary are stunning at night.



The night rating takes five hours minimum. At least three hours of this must be with an instructor. Solo time requires five take-off and full stop landings. There is also the requirement of a cross country navigation of at least 50 km, with or without an instructor.

Those pilots who already hold a Night Rating and are wanting to make the most of their opportunities should book a night flight. Remember that if you are carrying passengers at night one out of three take-offs and landings within the preceding 90 days must have been made at night.

Official night is defined as 30 minutes after sunset and 30 minutes before sunrise for aviators. Pilots without a night rating need to be on the ground 30 minutes before official sunset. This can limit a planned day's flying.

Tony Glover, CFI for the Flight Instructor Course provides a word of warning and some advice on Night Flying: "In order to maintain VFR at night, the cloud base must be a minimum of 1500 ft. But what if the cloud starts above 1500 ft and then starts to lower? This has happened at least twice since we resumed night flying this year.

"Pilots need to constantly monitor for deteriorating weather. There are clues. Can you see your lights being reflected by moisture in the air? Watch the lights on the horizon; do they start to disappear? This could be low cloud approaching. Should you enter cloud

inadvertently, follow basic training and turn through 180 degrees on instruments. Please do not get caught out. Return to base immediately.”

**Night Flying Courses can be booked via Reception (01708 688380).**

## THE YEAR OF THE FLY-OUTS

**2018 proved to be Stapleford's most successful and adventurous season of fly-outs. Chandra Nauth-Misir, who rarely missed a chance to explore new and far flung destinations, recounts her experiences:**

We started with an ambitious plan of 12 destinations. First up in March was to be a short trip to Calais to “blow away the winter cobwebs” and get cross-channel checks completed for first-timers. However weather to the south and east was not co-operating, so we ended up heading west to Shobdon; somewhere few of us had previously visited.

The destination for April was due to be Le Havre in France, but it was ‘closed’ for business so we opted to have another shot at Calais but the weather stopped us and we ended up in the Clubhouse looking out of the window. In May we made it across the Channel, first to Le Touquet to clear customs and fill up with fuel, then onwards to Reims where we had a lovely alfresco lunch in the city at a restaurant where the champagne list was longer than the food menu!

June was to be our foray into Belgium, but weather conditions put a stop to that. With the money I had saved from the two cancelled trips, I opted to brave one of the more ambitious trips - an overnighter to Germany. This took us via Mönchengladbach for fuel and lunch, before taking a scenic route, doing the “Dambuster Run” over the Möhne and Eder Dams... an awesome experience.

Further scenic flying around the Brocken in the Harz Mountains - taller than Snowdon, eventually led to our overnight stop in Bielefeld. The route home took us almost to Denmark, flying over Helgoland, before refuelling both the aircraft and ourselves in Emden. Then it was down the Dutch coast and across the Channel in a formation of three aircraft, including over Southend's overhead!!

July was supposed to be lunch in Holland, but the weather saw us head to Le Touquet instead. Having gained confidence with one overnighter, I opted for the second July trip to Dinard. This included flying along the Normandy Beaches at 1000 feet and some gorgeous coastal scenery beyond Dinard.

In August we tried Holland again but the weather forced us towards Le Touquet. Once we had cleared customs, it had improved enough for us to take an almost direct route across Belgium to Hoeven/Seppe. September saw us return to an old favourite in

Holland, Midden-Zeeland, with its beautifully-kept runway.

October, following a now-familiar route down the Normandy coast, we made it to Cherbourg with a very well-stocked winery in the airport shop! Our final planned trip of the year, in November was to be Deauville, however a nasty slow-moving trough over the Channel prevented our crossing into Europe. The rest of UK was clear, so we headed south-west to Dunkeswell in Devon.

So, nine out of the planned 12 fly-outs were successfully completed with four changes of destination and only three completely cancelled due to weather. This meant that I logged 12 new airfields and 30 hours of valuable P1 learning experience,

I would thoroughly recommend the fly-outs as the most enjoyable way to build hours while improving your skills and meeting other like-minded PPLs. A big thank you to fly-out organisers, James Lee and Steve Evans, along with Mark Cozzolino and other instructors who enabled us to expand our flying horizons and visit places we may never thought of or dared to go to by ourselves.



**Full details of the 2019 fly-outs will be announced in the New Year. To sign up for future fly-outs: <http://www.evansabove.us/flyouts.php> or contact Steve Evans and James Lee at [flyoutssfc@gmail.com](mailto:flyoutssfc@gmail.com)**

## FROM THE RIGHT-HAND SEAT

**Instructor Roy Copperwaite continues his series of articles on the approach and landing looking at crosswind landing techniques that are in practice.**

Firstly, it is important to understand the crosswind limits of your aircraft. A quick method of working out the actual crosswind component is: if the wind is 20 degrees off the runway in use, take one third of the wind; 30 degrees off use half the wind; 40 degrees of wind use two thirds of wind. If the crosswind is within limits:

**1. Crab** – the aircraft is kept slightly weather-cocked into wind all the way down to just prior to touchdown then applying the correct amount of rudder to align the aircraft with the centre line. However, with this method pilots only have a limited window to get it right, so not my favoured method

**2. Wing down** – this method involved crossed controls and starts mid-point on final approach. The aircraft is rolled slightly into wind while applying opposite rudder to straighten the nose with the runway centre line. Steer with aileron. Continuous work is required down to the landing and speed monitoring is essential due to crossed controls. Most instructors will use the following method.

**3. The combined method** – favoured by me. Crab the aircraft during final approach and through the flare. Once the flare is complete align the nose with the centre line of the runway, using appropriate rudder, and to stop the wind blowing you off the runway apply the appropriate amount of aileron, then don't forget to hold off as the aircraft sinks. The aircraft now slows down, resulting in less authority of both rudder and aileron, therefore apply rudder as necessary, but continue to input aileron and hold off.

Ideally the aircraft will land initially on the into wind main wheel, followed by the other main wheel, then the nose wheel. During the roll-out the rudder can be released but keep the aileron into wind.

Your instructor will teach you their preferred method.

## WEATHER SURVEY

Dr Elena Psyllou, a postdoctoral researcher in aviation safety at Imperial College London, with Purdue University in the USA, is running a survey on how General Aviation pilots make weather-related decisions across different countries. She is inviting Stapleford pilots to take part in the survey. Research findings will be used to enhance aviation safety worldwide.

**The survey is open until 20 December and is accessed via: [https://purdue.ca1.qualtrics.com/jfe/form/SV\\_ONXnCylESXmDBVb](https://purdue.ca1.qualtrics.com/jfe/form/SV_ONXnCylESXmDBVb)**

## 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:

Valeed Ahmed, Baris Aksoy, Laurent Brel, Stephen Georgio, Nat Hiscocks, Kathy Kwok, Sandy Kwok, Barbara Lane, Thomas Levine, Thomas Lowe, Dan Matthews, Aaron Smerald, Bradley Thomas, Voldymyr Turbayevsky, Hailey Wong, Huey Wong, Doris Yim

### Skill Test:

Mohammed Abu, Georgiana Dima, Neil Faraday, Ewen Goldsobel, Bilal Gommari, Daniel Harrison, Jonathan



Hinton, Andrii Konoval, Sean Loh, Saanwal Mitra, Umar Muhammad, Alex O'Connor, Michael Parker, Abie Rubinstein, Michael Smith, Liam Tilley.



## THE MANAGEMENT AND STAFF OF STAPLEFORD FLIGHT CENTRE WISH YOU SEASONAL GREETINGS AND HAPPY LANDINGS IN 2019

A wide range of Christmas gifts is available at Stapleford for pilots, wannabe pilots and aviation enthusiasts of all ages. For a hands-on experience how about a trial lesson (from £89.50 for 30 minutes; £179.00 for 60 minutes) or for the more adventurous, aerobatics (from £135 for 20 minutes) or an opportunity to try flying a business jet in the cockpit simulator (£69 for 30 minutes; £120 for 60 minutes).

Don't forget there is a range of flying accessories available from Gerran Aviation at the airfield. So how about a smart new flight bag or a knee board (£28.95) or aviator sunglasses for £15.99? For kids of all ages there is that irresistible Pilot Bear, Stapleford Ted (£9.49) available from reception.

For many of us the best Christmas present would CAVOK weather to give us the chance to take to the air over Christmas and New Year holiday. Given the weather it is great time to fly and the airfield is open every day except Christmas Day, Boxing Day and New Year's Day.

**For further details go to [www.flyingpresents.co.uk](http://www.flyingpresents.co.uk) or call 01708 688380 to book trial flights, and aerobatic adventures.**



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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