



GO TECNAM – THIS IS THE FUTURE



ASAD AND OLI ARRIVING AT STAPLEFORD WITH THE NEW TECNAM

The third brand new Tecnam 2008JC (G-OLIC) has now arrived to join the Stapleford Fleet. This is the aeroplane of choice for Stapleford students on the Jetway Integrated Course.

Appropriately it was flown from its factory in Italy by Oliver (Oli) Colkett, CPL student and grandson of Stapleford's Managing Director, John Chicken. The 11 hour 30 minute journey, with fuelling stops in Cannes and Troyes, provided him with some useful and interesting hour-building.

Oli describes the experience: "The flight from Capua to Stapleford was extremely enjoyable. We stopped along the way at some very interesting airports such as Elba and Cannes, both offering fantastic views and challenging approaches, especially Elba with its 10.5 degree descent angle.

"Cannes is a fantastic airport to visit as it offered great views of lovely boats as we were joining downwind. Also being separated by ATC from the larger corporate jets was a first for me.

"The weather was our biggest enemy on the trip, causing a diversion into Lyon Bron airport on the Cannes to Troyes leg. Funnily enough, this was fantastic as we enjoyed a lovely lunch in the airport restaurant whilst the weather cleared before our onward journey to Troyes."

He was accompanied on the journey by CPL instructor, Asad Sher, who has flown all three Tecnams to Stapleford. Asad is keen to encourage Stapleford's PPLs to try out the Tecnam. "This is a

lovely little aeroplane. It is fast – cruise speed of 116 kts - and very light to handle, and best of all it has very grown up avionics, with full electronic flight display screens as well as conventional standby instruments."

For PPLs who may go on to join a group owning a more sophisticated plane, familiarity with "glass cockpit" technology is a real plus, and the Tecnam now offers the opportunity to try it out with an instructor.

For those of us who regularly hire the Stapleford club Warriors, or indeed C152s, best way to refresh your flying is to try out a different type and even get

signed off by an instructor. Don't forget that does qualify for that hour with an instructor, required in the second 12 months of your SEP rating.

Try an Arrow with a variable pitch prop and retractable landing gear, or at the other end of the spectrum, try the lovely little green and white Super Cub. Flying a taildragger is something altogether different!

To book a session in the Tecnam - £185 per hour dual; £164 solo and £130 for PPL hire - contact reception: 01708 688380.

FAREWELL 22/04

Runway 22/04 is no more. Thanks to the shifting magnetic north we now have Stapleford 21 and 03. Standby for lots of confused radio calls for a while.



RUNWAY MARKING 21

STAPLEFORD'S UNSUNG HEROES BEHIND THE SCENES

Having been rescued following a starter motor failure, Take Off Editor, Sue Rose, goes behind the scenes to say thank-you to Jay Sharma and his team of engineers

At Old Warden and ready for take-off for return to Stapleford ahead of deteriorating weather, our aeroplane simply failed to start, despite our best endeavours and the heroic efforts of the guys who restore vintage aeroplanes there – the Stapleford PA28 was too modern for them!



JAY AND THE HANGAR TEAM

My flying buddy, Rachel Sestini and I, then called up Jay to ask for help. By that time it was decided the weather was not good enough to fly out our knights in shining armour, Danny Eastwood and Steve Little, from the Engineers team, or indeed for Rachel and I to fly back, even though they fixed the starter. So they drove us back to Stapleford.

This incident reminded us just how much we pilots owe to the guys in hangar, led by Chief Engineer, Jay, who has been at Stapleford for more than 17 years, regularly renewing his technical qualifications and licenses and training for each new type on the field. He leads a team of seven engineers, most of whom have been trained by him in house.

In addition to Danny Eastwood and Steve Little, the team includes Danny Moses, Paul Buckley, Cezar Vilceanu, Darren Lawrence and James Crump. They are ably assisted by Debbie Wade, the Technical Records Supervisor and Store Manager, Vincent Wheeler.

Jay's team look after the 34 aeroplanes in the Stapleford Fleet, including the DA42s, Senecas, Arrows, Warriors, Cessna 172 and 152s, the Firefly and the Cub and now the three new Tecnams. The hangar team deal with all the 50 hour maintenance checks and annual checks. There is always an interesting selection of aeroplanes in the hangar, being taken apart and checked, fixed and put together again.

In addition there are 10 private aeroplanes and some

long standing customers availing themselves of the professional services on offer. Then there are those problems which occur unexpectedly, requiring immediate expert attention. Collapsed nose wheels are among the most common issues to be dealt with.

"It's manic here. Looking after so many aeroplanes is no joke. It is getting more difficult to get spares as some of our aircraft are nearly 40 years old. We are always busy. If the aeroplane breaks down off site and can't be fixed, we fly out two engineers to fix it so it can be flown back. In the worse cases, such as a forced landing we send four engineers to dismantle the aeroplane and bring back here for us to fix and put back together again." says the ever-cheerful Jay.

Before moving to Stapleford, Jay worked as Chief Engineer at Rochester Airport for 19 years, dealing with a wide variety of aircraft. He has flown many times in the course of duty, sometimes needing to check aeroplanes in flight, but stresses: "I am not a pilot. I do not fly for fun"

He gets his professional satisfaction from getting our aeroplanes back in the air and keeping them in good working order.

So hat's off to Jay's great team. Thanks for keeping us flying and for rescuing us on those fortunately rare occasions when things do go wrong.



PETULA ALLEN WITH NEW CO-PILOT, KEN MARTLEW

LOVE IN THE AIR FOR PETULA AND HER CO-PILOT

Congratulations and good wishes to Stapleford Pilots, Petula Allen and Ken Martlew on their marriage on September 3.

Petula trained for her PPL and IMC at Stapleford and is a member of the G-GUSS (PA28) group. Ken quickly caught her enthusiasm for flying and is now a PPL student and keen to take every opportunity to take to the air.

ATPL THEORY COURSES PROVING POPULAR

Stapleford's ATPL Theory courses are in great demand. There are already 15 students signed up for Course 5 which starts mid-September.



JETWAY TRIO: LEFT TO RIGHT; HUGH MORGAN, ROBERT CLARK, ABDUL MA'ANI.
PHOTO ADRIAN OLIVER

Among those on the course are three students who will have completed initial stages on Stapleford's new Jetway Integrated Commercial Pilot Training Programme, Hugh Morgan, Robert Clark and Abdul Man'ani. They are among five students who have opted for this training programme in preference to the Modular Training Programme.

If you are considering a Professional career and need further advice contact: Amanda Ciferri, Course Co-ordinator – amandaciferri@flysfc.com or Brian Peppercorn, Deputy Head of Training – brianpeppercorn@flysfc.com: 01708 687103 or go to: www.flysfc.com

FROM THE RIGHT HAND SEAT

This series of articles from Roy Copperwaite will contain a cross section of views from the Stapleford Instructors and will be directed at students aspiring to gain a PPL, as well as the more experienced qualified aviator

Let's start with preparation:

Too many times we see students rushing in five minutes before or after their slot time, then racing out to the aircraft without a chance to think about the flight.

If you arrive 30 minutes before the flight and the instructor is on the ground, you will receive a longer brief and have more chance to ask more questions.

If the instructor is still flying, this will give you time to think about the flight. For example - in the circuit, take a look at the wind sock. What effect will the wind have?

For those just starting, read the exercise that is relevant to your next sortie in the flying training book.

Most of these tasks can be completed at home during the previous day.

Remember – the more time you spend planning on the ground, the less money you spend in the air.

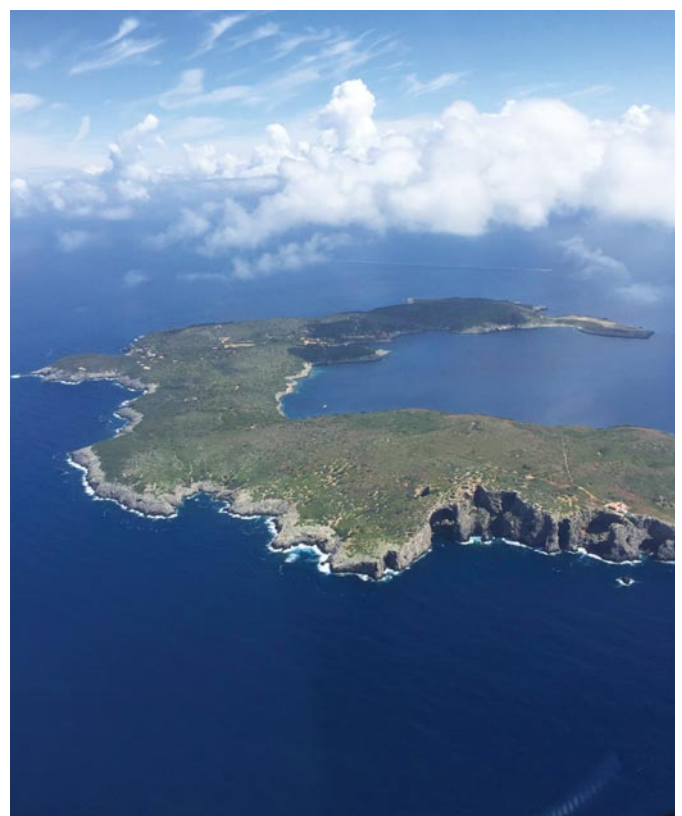
AERIAL PHOTOGRAPHY COMPETITION

In the last issue of *Take Off*, a competition was launched for the best aerial photograph taken by a pilot or passenger on a flight originating at Stapleford. Already there have been a number of impressive entries, including a couple of photographs included in this issue of *Take Off*.

The closing date has been extended to the end of September to allow for holidays, so still time to submit your best photos. The prize is a half hour pleasure flight over London, which will afford plenty of scope for aerial photography, or a bottle of champagne.



OVERHEAD SILVERSTONE. PHOTO: AMY CHAU



ISOLA DI GIANNUTRI, OFF THE ITALIAN COAST. PHOTO: OLI COLKETT

SUCCESS STORIES

Congratulations to Den Tang, who completed his first solo after only 7 hours 45 minutes. He is one of Stapleford's eight Hong Kong Youth Aviation students, who arrived from Hong Kong in June and have had to fly around thunder storms, strong winds and all the other awful weather thrown at them by the typical English summer.



DEN TANG WITH HIS INSTRUCTOR, SHEILA CAMPI

Here is the list of students who have passed their skill tests and soloed for the first time:

SKILL TEST

Karim Amer, Sebastian Barzola, Steven Cheung, Sardar Darzi, Philip Hass, Neil Raymond, Oscar Silver, Ryan Ward.

FIRST SOLO

Alex Beckett, Okan Caylak, Jordan Coyle, Prentice Garces, Nick Hartwell, Josh Holby-Knight, Halil Ilpek, Servet Kurt, Jeffrey Li, Mehdi Malekmohammadi, Alonso Mascaraque, Matthew Ng, Chase Richardson, Neil Sagoo, Tak Takahashi, Den Tang.

FLY-OUT FAVOURITES

By far the best fly-out of the season so far has been the trip to Alderney in August, with four aircraft making the journey in the best weather yet, with near perfect conditions for a walk across the island, followed by leisurely lunch overlooking Braye Beach. The scenery and the weather provided plenty of scope for keen photographers.

Next month the plan is to go to Caen in Normandy on September 7. This is an opportunity not to be missed to get cross channel checked, to do some fun hour-building, or simply to enjoy the flight with friends, including instructors, with the prospect of a good lunch in France. Caen is a particularly interesting historic city with plenty of excellent restaurants.

Previous fly-outs this year have been somewhat challenged by weather conditions but there have been some very interesting "alternates" such as Bembridge, Goodwood, Great Massingham, Norfolk's most picturesque village, and Coventry, with lunch in the fascinating DC6 restaurant. Each in its own way an enjoyable and stimulating experience.

This will be the last fly-out to be organised by Asad Sher, who is leaving Stapleford to join Flybe. Big thanks to Asad for leadership of the fly-outs programme. We regular fly-outers will miss him. The good news is that future fly-outs will be in the capable hands of Alasdair Bragge.



ALDERNEY FROM THE AIR. PHOTO: PHILIP SINGH

Fly-outs will be preceded by a briefing at Stapleford at 19.00 hours on the previous evening, for route planning and completion of Flight Plans and GAR (customs) forms. Instructors will fly with crews when required for Cross Channel or currency checks.

Each crew member and passenger will require a life jacket (available to hire at Stapleford for £11), and one PLB (personal locator beacon) is needed for each plane. These are available for hire for £25 (with a £100 deposit). Headsets can be hired for passengers at £12.

Please contact Asad Sher, Instructor in charge of fly-outs, if you would like to sign up for fly-outs on flyoutssfc@gmail.com or call Stapleford: 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.

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