



## FLYING TO FAR AWAY PLACES: FIVE COUNTRIES/FOUR DAYS

**Intrepid Stapleford pilots have been making the most of CAVOK conditions and the lifting of Covid19 restrictions to explore far-flung destinations in the UK and Continental Europe.**

In one recent four-day trip Stapleford PPL Neil Faraday with fly-outs organiser, James Lee, visited eastern Germany, Denmark, Sweden, Poland and Czechia in the Stapleford PA 28: GPJCC. This trip Included a visit to the V2 rocket museum at Peenemunde in Germany. In the four days Neil logged 22 hours flying.

Neil always wanted to fly and contemplated a career in aviation but now works in Corporate Finance. He started his training at Stapleford five years ago. "Flying is a hobby for me. I have logged 150 hours but was running out of airfields in the southeast, so I decided to look further afield and focus on the big trips".

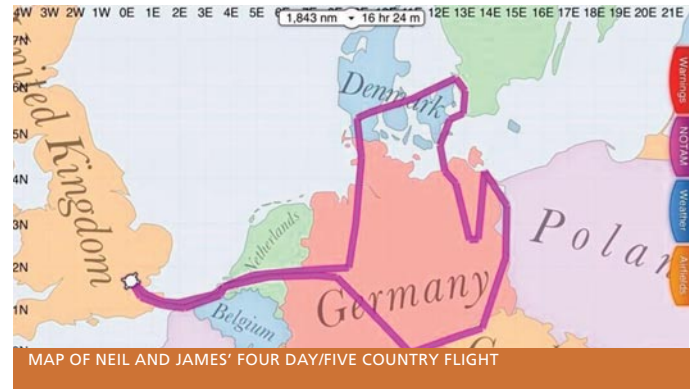


NEIL AND JAMES AT HOGANAS AIRPORT, SWEDEN

Together with James, Neil had already paid a flying visit to Scotland and was keen to explore opportunities to within reach of eastern Germany, managing to achieve five countries in four days of flying.

**James has announced the following short and longer options for September:**

- Sept 1 – 3: Three-day trip to either Scotland or Europe. There are two seats available: flying time approx. 18 to 20 hours total.
- Sept 5: Stapleford Flying Club fly-out to Seppe (EHSE) in Holland. Flying time; approximately 2 hours each way.
- Sept 11 – 13: 3-day trip to Scotland. 1 seat available with shared flying. PIC flying time about 10 hours.



In July five Stapleford crews enjoyed a splendid trip to Midden Zeeland in Holland (EHMZ) in near perfect weather conditions. Flying to destinations in the Schengen area now requires completion of GAR forms for both outbound and inbound flights. In the case of Holland, fly-outers registered and completed General Declaration (Gendec) forms. This replaces the need for the GAR form inbound.

Non-EU passport holding pilots venturing across the Channel must ensure they get passports stamped by the Customs at the first point of entry and when they leave EU countries. It is important to read the customs requirements in textual information about your destination airport as many require 24 hours' notice, or even more at weekends.

James is always happy to give advice. He is available for Cross-Channel checks and he will be running Sky-Demon Ground School sessions if anyone is interested.

**For further information contact James: flyoutssfc@gmail.com or text James on 07922 614607.**

## AIRSPACE INFRINGEMENTS PRESENTATION

**Stapleford CFI Jon Onsloe announces CAA presentation on Airspace Infringements: 19.00 on 19 September in the Clubhouse:**

We will meet Rob Gratton, Civil Aviation Authority (CAA) Lead for Airspace Infringements. Rob will be delivering a presentation relating to Airspace Infringements in the UK, how to avoid them; what the CAA's process is in dealing with them and what it is doing to reduce them.

After a short presentation, there will be a question-and-answer session where attendees will have the opportunity to have any questions answered relating to the subject.

Rob is a former Air Traffic Controller by profession and has been employed by the CAA for 12 years in the Airspace Regulation team. He is an active GA pilot flying single engine aircraft.

For aspiring pilots and members alike, these events are a fantastic chance to network with other members and instructors and the perfect time to find out about future events and fly-outs. From previous events members have met up fellow pilots and arranged to buddy up on fly-outs and general flying; halving aircraft hire cost while making new friendships.

## FLYING DUAL – IN THE UK AND CALIFORNIA

### Stapleford-trained PPL Mark Lewis describes how his Stapleford training helped to get him out of trouble when he lost his electrical systems in Santa Barbara, California

Mark Lewis is a Californian. While living in the UK he trained for his PPL and IMC rating at Stapleford where he continues to enjoy flying a club PA 28. He now divides his time between London and California. Back home in the USA he flies a Beechcraft Sierra in Santa Barbara. He now has USA FAA qualifications as well as his UK CAA licence. Mark acknowledges that it was his excellent Stapleford training that helped to save the day when he had an electrical failure on the Californian coast:



MARK LEWIS SAFELY ON THE GROUND AT SANTA BARBARA

4,500' below my right wingtip the famous Ventura Highway; to my left, the pale blue Pacific stretched to the horizon, whitecaps glittering in the dazzling afternoon sun. I was heading back to Santa Barbara (KSBA) with 20 miles to run when I contacted KSBA Approach with my call-sign and altitude.

"November 24 Romeo, Santa Barbara Approach. Follow the freeway inbound for a left-base entry to runway 15L." I reluctantly began my descent. The first hint of trouble came when the scope on my Garmin 530 went black. I initially thought it was glare from the blazing sun but shielding the unit with my hand eliminated that possibility.

I ran my hand over the fuses; none of them had popped. Other instruments were still functioning. I cycled the avionics master to no effect and a radio check to KSBA got

no reply. I dialled in Approach on COM2 and made a call. Nothing. "Oh great." I said out-loud and plugged 7600 into the transponder.

I drifted down to 2,000' and continued to troubleshoot, look out for other traffic, and make blind calls to KSBA. I noticed that the ammeter was showing a slight discharge so I turned off everything I could and cycled that ALT switch. About 30 seconds later the transponder flashed a warning and went dead.

1,850' over Santa Barbara Harbour, four miles to run, airfield in sight, radios dead, transponder dead. I'd been cleared to 15L. Nothing to do but keep a sharp lookout and proceed as instructed. The tower might not know exactly where I was, but they knew I was inbound without a radio.

After the transponder went out it dawned on me that I might be facing a larger electrical problem. Slowing to VFE, I reached over and slid the lever to flaps 20. Nothing. Full flaps. Nothing. "No flaps, no problem." I said to myself, I had 1,300m of runway to work with.

Of course, no gear was a different situation altogether and the Beechcraft Sierra I was flying had retractable landing gear. I checked my airspeed and altitude and slid the lever into the "gear down" position. There was no gear in transition light, no extra drag, no familiar "click" when the gear locks into place and, most disheartening of all, three green lights failed to illuminate.

1,500' and less than three miles to run. No gear, no flaps, no radios; I looked at the airfield to my left and for the first time I became aware of how utterly alone I was. Like every pilot, I'd trained for each of these eventualities, I just never figured I'd be confronting them all at once.

I had the emergency gear-down procedure memorised. I decided that I was too low and too close to the airfield to safely execute it, so I figured my best course of action was to get out of the circuit and gain some altitude. So I pushed the throttle forward and climbed out of the circuit; passing the airfield and its long, inviting, runways as I did.

Safely away from the field, I levelled off at 2,500' and prepared to carry out a procedure I had only read about. I reduced my airspeed, eased the throttle back, pulled the gear circuits, slid the gear lever down and opened a floor panel to expose the emergency extension valve.

Placing a small wrench over the valve I turned it and... nothing. Stuck! Visions of a belly landing on concrete flashed through my mind and a few choice words came out of my mouth.

It took me several seconds to realize I was turning the valve the wrong way. After a quarter turn anti-clockwise, I felt a jolt, heard a "clunk," and hoped that meant the gear was down and locked. I turned back toward the airfield and was greeted by a steady green light from the tower clearing me to land. Truly a beautiful sight! When the main gear touched and held, followed by the nose gear, I started breathing again.

After I'd secured the aircraft, I was debriefed by the CFI. When we finished, he said, "Well done." "No," I replied, "Well trained."

## THE GET-OUT-OF-TROUBLE RATING

**For enthusiastic private pilots there are several good reasons for adding an Instrument Rating (Restricted) to your licence – improving your flying skills, extending your flying options for more marginal weather, particularly for flying longer distances in typical UK weather.**

After a summer of endless blue skies, perhaps clouds are not at the forefront of our minds, but now is the time to consider an IR(R), formerly known as the Instrument Meteorological Conditions (IMC) rating. Even if you are not heading for a professional career as a pilot, the training is invaluable and will make you a safer pilot in all conditions.

The rating is only valid with UK airspace, Channel Islands and Isle of Man. The course is a stimulating way of enhancing your flying skills. The prerequisites for the IR(R) are holding a CAA PPL(A) Licence, a Flight Radiotelephony Operators Licence (FRTOL) and 25 hours flying experience, at least 10 hours as pilot

Once you start your training you can forget about aerial sight-seeing. Once at 600ft above the airfield the outside world is concealed behind either a hood or plastic screens. Thus the student has no option but to concentrate on the instrument panel.

The IR(R) course encompasses a minimum of 15 hours of dual instruction to include a minimum of 10 hours with sole reference to instruments, a written exam and a flight test. It covers instrument flying with full and limited instrument panel and recovery from unusual attitudes. Moving on to applied instrument flying you cover planning IFR flights, radio navigation tracking using VORs and NDBs, flying a hold; an ILS precision approach and non-precision approaches including localiser only and in some cases the GPS-based RNP approaches.

But land-aways at other airfields are off the agenda when it comes to the IR(R) course. You become the bird that never lands. No sooner do you espy the runway at 500ft on a precision approach or 600 ft on a non-precision approach than you have to go-around, and back for another attempt, or head back to Stapleford. Familiar as I am with the ILS approaches at Cambridge I have never actually landed there!

Once acquired the IR(R) rating lasts 25 months and some of your instrument time logged can credit towards a future Competency Based IR should you decide to progress in that direction. Revalidation requires a flight test but even if you do not put the rating to much use in the intervening period it is well worth practising your instrument flying skills, taking a fellow pilot, as safety pilot. Alternatively, book a session with an instructor.

While many of us would not set off seeking to fly in cloud, it is very re-assuring to know that should it happen unexpectedly, we would know how to get out of trouble. Even if you rarely fly in IMC, general handling and radio communications skills are significantly enhanced by the training. Give it a go!

For further information call Stapleford Reception: 01708 688380

## LADIES WHO LUNCH – AND FLY



PHOTO OF THE GROUP: PHOTO AMY CHAU

On a sunny Sunday in August 15 members of the British Women Pilots Association Essex and Herts Group gathered at Stapleford Clubhouse for a social lunch and chat – about flying. The group included instructors, pilots past, present and potential. Claire Bartlett, a former Stapleford pilot and the first woman to qualify as an instructor for an electric aircraft, flew into Stapleford from Damyns Hall for the first time in 20 years to join the group.

## FLYING PHOTOGRAPHERS

Perfect flying weather has given Stapleford's keen photographer pilots plenty of scope this year for taking aerial pictures.

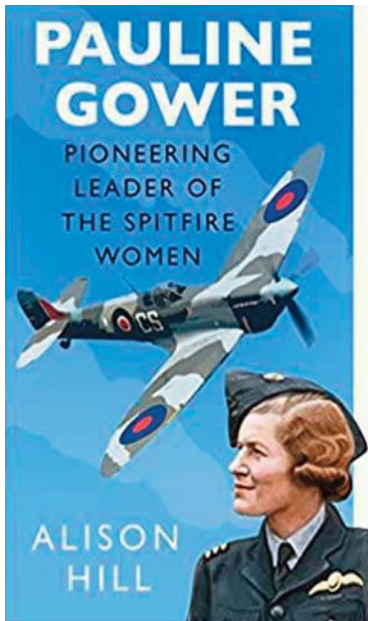


ON THE CLIMB OUT FROM CLACTON

## PIONEERING PILOT PAULINE GOWER

A new biography of Pauline Gower MBE, who commanded the women's section of the Air Transport Auxiliary during World War 2, is published in September with significant contributions from Stapleford pilots.

Pauline Gower was the leader of the Spitfire women. After gaining her pilot's licence at just 20, she set up the first female joyriding business in 1931 with ground engineer Dorothy Spicer and took up 33,000 passengers, clocking up 2,000 hours overall. Pauline was a clear leader of her time and a true pioneer of flight.



When author and poet Alison Hill started work on this new biography in 2020, she invited contributions from her friends at Stapleford including instructor Sharon Nicholson, Chair of the British Women Pilots' Association, Amy Chau, Regional Organiser, BWPA and Sue Rose, *Take Off* Editor, reflecting on the very different experience of women pilots in the 21st century.

Alison's association with Stapleford began when she wrote *Sisters in*

*Spitfires*, a collection of poems celebrating the lives and flights of the 164 women pilots. Alison was inspired by the achievements of the ATA women but knew little about aviation, so she invited Sue to act as aviation adviser over coffee at the Southbank Centre, which proved to be a fruitful first meeting.

The British Women Pilots' Association provided Alison with a platform to read her poetry at the Association's Diamond Jubilee Weekend in May 2015. There she made many flying contacts, including Amy and Sharon. Subsequently Alison published an anthology of poems, *Fifty Ways to Fly*, which included contributions from some of the Spitfire women who wrote about their unique experiences in poetry and prose. The anthology was sold in support of BWPA, helping to support their scholarships.

In 2018 Alison decided to present a copy of her poetry to one of the last remaining Spitfire women, Mary Ellis, then aged 101. Mary's house overlooked Sandown Airport on the Isle of Wight, which she and her husband had managed for many years. Alison turned to Amy and Sue to give her a lift from Stapleford in a PA 28. Meeting Mary was an unforgettable experience; she wanted to know all about the flight and the aeroplane. She later shared many

memories with Alison, some of which are included in this biography; Mary was a huge fan of Pauline's.

Like Alison, Pauline was a poet as well as a pilot, so it was appropriate that she should write about this remarkable woman who, among her many achievements, secured equal pay for the women of the ATA with their male counterparts.

The book is meticulously researched, and Alison was particularly keen to emphasise Pauline's legacy – she believed that every woman should learn to fly. Sharon, Amy and Sue are among some of today's pilots contributing their valuable perspectives.

*Editor's comment: It's a very good read – and as Alison's aviation proof-reader I should know!*

**Pauline Gower, Pioneering Leader of the Spitfire Women by Alison Hill is published by History Press on 1 September: price £14.99. Available to pre-order from the History Press online and on Amazon.**

## SUCCESS STORIES

**Congratulations to all students who have flown their first solo and to those pilots who have recently achieved their PPL – onwards and upwards. Wishing them all the best for their future flying.**

### FIRST SOLO

Peter Clancy, Lewis Dale, Martin Driscoll, Ansh Patel, Remuel Quiogue; Andy Smith, Stavros Antoniou, Panagiotis Tzouvelis, Michael Yolland.

### SKILL TEST

Henry Archer, Eduard Cursin, James Edwards, Meyer Gardner, Peter Gaughan, James Hunt, Raul Hossain, Sean Law, Tawanda Nyamatore, Rich Pollock, Joe Shahmoradian, Umar Shakeel, Jonathan Speller, Chris Thorns, Yizhong Shi.



PETER CLANCY, FIRST SOLO

*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.

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