



MAKING THE MOST OF THE BIENNIAL CHECK FLIGHT

Time to revalidate your SEP rating and the necessary training flight with an instructor? Make the most of the opportunity to extend your flying experience

So it's time to renew your PPL licence SEP rating. You have notched up the necessary 12 hours in the preceding 12 months, six of which were as P1 with the six take-offs and landings, despite the constraints of winter weather and Covid19 restrictions. Now for the bit that makes many PPLs feel vulnerable and nervous – the 1 hour "training flight" with an instructor.

Far from a threat, this hour with the benefit of an instructor's professional expertise should be regarded as an opportunity to broaden your aviation horizons, and not a threat. How you spend that hour is up to you. You are paying for it. Instructors will ask how you want to spend the time. Practicing things you don't normally do like a PFL or stall is always a good idea.

There are opportunities a-plenty at Stapleford. Bear in mind that this training flight with an instructor can be anytime in the 12 months.

Here are some ideas:

- Have a go at tailwheel flying in Stapleford's recently refurbished Super Piper Cub (PA 18). This is a completely different experience and an hour's flight as a biennial check flight could well lead on to a full tailwheel conversion.
- Try a different single engine piston aeroplane. If you qualified in a C152, then have a go at flying a PA 28, a Tecnam, or C172, and who knows, this check flight could add another aircraft to your repertoire.
- If you are thinking about doing an IR(R) then the instructor hour could be used as a "taster," to get some experience of instrument flying "under the hood." In this case go for an IR(R) instructor.
- There are still a few remaining nights for night flying, so time to give that a try if not to complete the rating which requires 5 hours flying. However do note that this training can't be spread over more than 6 months.
- A less obvious choice this time round for *Take Off* Editor Sue Rose was to spend an hour flying a PA28 from the right seat with Instructor Sue Roysie in the unaccustomed left seat. (More of that anon)



WINTER SCENE. PHOTO: AMY CHAU

To revalidate an SEP rating you must:

Complete 12 hours of flight time in single-engine (single-pilot) aeroplane within the 12 months preceding the rating's expiry date, a minimum of 6 hours' flight time as PIC with 12 take-offs and landing; and take a training flight of at least 1 hour or a maximum of three totalling 1 hour with the same flight instructor.

FLY-OUT FREEDOM – GET CROSS-CHANNEL CHECKED

With the possibility of resuming Stapleford's fly-outs to France in the coming months there will be opportunities for pilots to get their cross-channel checks in advance. Fly-outs organiser James Lee outlines plans for initial 2022 fly-outs to UK destinations and beyond:

Stapleford's popular programme of fly-outs begins at the end of March. Subject to Covid19 restrictions, we hope to resume fly-outs to airfields in France with Le Touquet pencilled in for April, and there will be plenty of opportunities to explore interesting airfields in the UK.

To fly to France pilots will need to have a passport which gets them into the EU and a Covid19 pass. Pilots must fly as crew, as no passengers will be allowed.

As our last foray to France was in November 2019 there are lots of recently qualified pilots queuing up for cross-channel checks so I will be offering opportunities for them to get their cross-channel checks in advance of the opening up of European trips. An hour's cross channel check flight can be

counted as the one-hour training flight required for renewing an SEP rating.

Fly-outs provide opportunities for PPLs to join up with other pilots and share costs, One short flight and one longer trip is planned for each month. Help and advice for instructors will be available to assist with Flight Plans and GAR (customs) forms for the trips to France. In the event of inappropriate weather, every effort will be made to find an alternative destination.

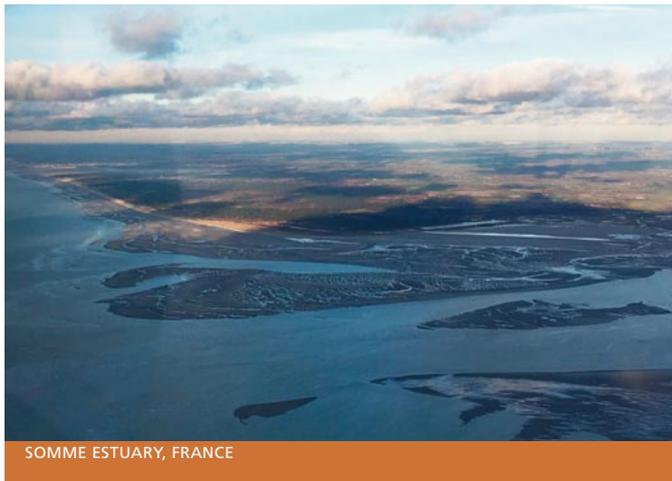
March: Tuesday 29th - Beccles

April: Tuesday 19th – Le Touquet
Friday 29th - Welshpool

May: Monday 2nd - Compton Abbas
Friday 27th – Perranporth

Further plans will be announced in the next newsletter due out in May and to the regular fly-outers by email.

Those interesting in booking up cross channel-checks or for fly-outs should contact James at: flyoutssfc@gmail.com or call Stapleford Reception on 01708 688380. Life jackets for cross channel trips can be hired from Stapleford.



ROLE REVERSAL

And now for something rather different – Take Off Editor Sue Rose tries her hand at landing a PA28 from the right seat

I frequently share flights in a PA28 or C152 with fellow PPLs, sharing the flying or doing radio calls from the right seat. I make a point of doing some right seat flying in the cruise to get my eye in but did not feel confident that I could safely land the aeroplane from the right seat should my fellow passenger become incapacitated.

So, for my one-hour check flight with an instructor before renewing my SEP rating, I opted to take the right seat and practise take-offs and landings. And from the moment you start the engine, it feels quite

different. Even instructors find the switch back to the left seat a bit strange. Muscle memory is challenged – right hand on the control column, left hand on the throttle; left hand to raise and lower flaps and to apply carb heat.

Taxiing and power checks provide an opportunity to get the feel of the left-right switch but changing fuel tanks in a PA28 from the right seat is impossible and requires help from the person in the left seat.

As most of the flight instruments are on the left side be aware of the parallax effect when checking the DI and compass, the altimeter and ASI.

Clearly it would be easier to fly a righthand circuit, but given Stapleford's familiar lefthand circuits, my first attempt was rather untidy and somewhat inept. The most striking aspect being lining up on final and getting that perspective accurate enough to land on the centre line.

After a further three circuits, I began to get the hang of it and gain some confidence that I could cope in an emergency even if the landing wasn't a "greaser." Then my instructor threw in a bad weather circuit for good measure. Ah – from the right seat in a lefthand circuit, however familiar that was certainly challenging.

I would urge other PPLs to give it a go, especially those that fly with me, so that they are ready to cope with an emergency should it arise.

LITTERBUGS

The Management at Stapleford requests that all pilots hiring aeroplanes should take their rubbish out of the aircraft when they leave it out of consideration for fellow pilots.

PPLs are asked to clear the aeroplane of all rubbish, such as empty oil and water bottles, crisp wrappers, cushions and items of clothing, sunglasses and checklists which are regularly left in aircraft. Make sure to check under the front seat for any stray objects, like pens which could pose a risk to safe flying; check the backseats and the luggage compartment.

The lost property boxes at Reception are full of items left behind in aeroplanes.

It is essential that at the end of the day all pitot covers are in place, C152s/C172 tied down securely and the correct covers put over the PA 28s. Covers are to be found on rails in the shed to the right of the Warrior parking.

FLYING BUDDIES

Are you looking for a fellow PPL to share flights with? Don't forget that Stapleford operates a Facebook Flying Buddies group (SFC Buddies). This offers you the opportunity to contact other pilots wanting to share

the cost and the workload. Together you can be a bit more adventurous in seeking new destinations and taking on more challenges.

Sharing flights is ideal for both serious hour-builders and hobby pilots wanting to extend their experience. SFC Buddies is a private group, currently with about 140 members. Anyone wanting to join the group should go to the Stapleford Facebook or contact Stapleford Reception and ask to join.

Another excellent way of meeting up with potential flying buddies is to join one of Stapleford's fly-outs to destinations in the UK and hopefully this year, to France, Belgium and beyond. A list of destinations is in this newsletter (page 2).

For further information contact fly-outs organiser James Lee: flyoutssfc@gmail.com, or call Stapleford Reception: 01708 688380.

WARNING: AVOID HALTON

Pilots venturing west are warned to avoid RAF Halton's airspace on the western edge of the Luton zone There have been several ATZ infringements, some of which have resulted in an Airprox being filed.

RAF Halton is reminding the local aviation community that the airfield is in operation seven days a week, with flying training, frequent glider launches with gliders operating up to the base of controlled airspace as well as having a busy visual circuit and aircraft arriving and departing its zone.

Anyone wishing to transit through the Halton ATZ should call the Airfield Manager on 0777 1522083.

Take Two

And while on the subject of airspace infringements it is wise to follow the Take Two rule: When routing near controlled airspace plan to remain clear of the horizontal and vertical boundaries of the airspace by a minimum distance - 2 nautical miles horizontally and 200 feet vertically. It only takes a small distraction, a moment's inattention or a bit of turbulence in the atmosphere to gain a hundred feet or more.

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

Paul Cramphorn, Rubal Devi, Raul Hossain, Thomas Love, Tapiwa Ngwena. Jespreet Phull, Joe Shahmoradian.

SKILL TEST

Adam Amriche, Timothy Brown, Avi Chait, Deol Lovepreet, Elechi Mboyne, Oliver Rocha-McDowell, Andrea Sperini, Ilya Zuckerman.



PAUL CRAMPHORN, FIRST SOLO

TIGHTENING UP ON TAXIING TECHNIQUE

Having safely achieved a flight and executed a copybook landing it's all too easy to let your concentration lapse and pay less attention to taxiing. That's when ground accidents can happen. So, here's a reminder of the do's and don'ts for safe taxiing:

Firstly, reduce power before releasing the park brake, or toe brakes. Once you are moving, then reduce power and test brakes. If flying with a co-pilot or instructor urge them to test their brakes. Make sure that whoever is in the right seat - fellow pilot or passenger - is keeping a sharp look out on the starboard side.

Have a very clear idea of where you are going and check you have sufficient space and will not be coming into contact with any other aircraft or stationary object like a fence or overhanging trees. Take a good look at the surface ahead, be it grass, or hard, muddy or rough.

When taxiing over grass, hold the control column back to take the weight off the nose wheel. If in doubt don't try to get through narrow gaps. If necessary, push the aircraft back to give yourself more space. Use shadows of other aircrafts' wings and compare them to the shadow of your wing to check you are clear.

Once you set off, avoid the use of power and brakes simultaneously, other than differential brake when you



SAFELY NEGOTIATING STAPLEFORD'S TAXIWAYS

wish to make a tight turn. Preferably keep heels on the floor. Then it is essential not to taxi too fast – keep to a brisk walking pace. In poor visibility or at night everyone taxis too fast. Keep this in mind.

Where there is a mixture of grass and hard surfaces as at Stapleford, always cross from one surface to another at an angle of 45 degrees if you are in a single engine aircraft. Keep a sharp eye out for potholes and damage to the surfaces.

Having checked the wind direction prior to flight take this into consideration on the ground. Remember: when the wind is ahead and from the right, hold the column (or stick) back and to the right; when the wind is ahead and from the left, hold the column back and to the left; when the wind is behind and from the right, hold the column forward (still back on grass) and to the left; when the wind is behind and from the left, hold the column forward (still back on grass) and to the right.

In the event of the toe brakes failing, close the throttle, shut down the engine and try to turn away from any obstacles, possibly heading for grass or uphill if available. Attempt to use the parking brake if you have one. Shout out the window to warn people as your engine isn't making any noise. It is a good idea to have an "escape route" in the back of your mind. Even a slight impact with a stationary object can prove very expensive!



WARRIORS CASTING A SHADOW

STALLING IN CLIMBING AND DESCENDING TURNS

Maurice James, Stapleford Instructor and owner of Stapleford's Super Cub explains that the stall characteristics of your aircraft differ depending on whether you are flying straight and level or in a climb or descent:

When you stall your aircraft in balanced straight and level flight you should find that the nose will drop with the aircraft remaining more or less on a constant heading. This is because the angle of attack and relative speed is roughly identical on both wings.

When in a turn however, the outer wing is travelling faster than the inner wing because it is travelling through a greater arc in a given unit of time. This difference in relative speed also changes the angle of attack but the sense of this change depends on whether the aircraft is climbing or descending.

You need to study some vector diagrams to get a full explanation, however, the net result is that in a climbing turn to the left, there is a higher angle of attack on the outer wing. This means that it has a smaller margin above the stall angle, and therefore this wing will stall first and induce a roll to the right. Conversely, when the aircraft stalls in a descending turn to the left, the left wing will tend to stall first which will cause a left roll. As you know, a stall with roll could induce a spin.

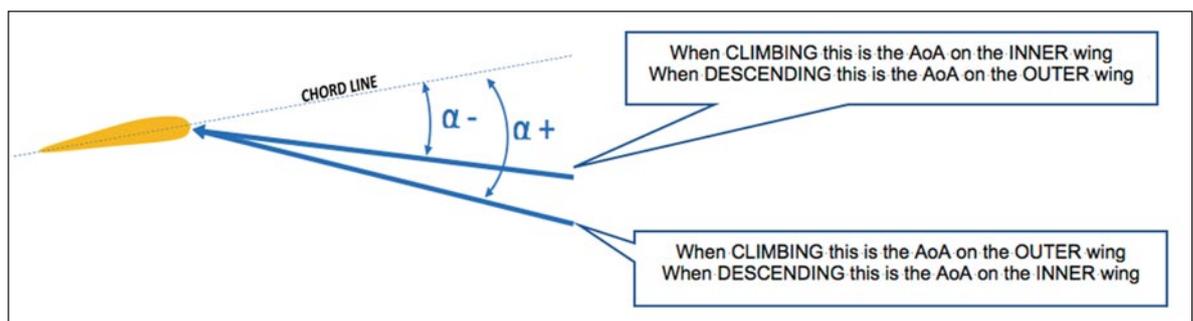
In all climbing and descending turns close to the ground i.e... after take off and on approach, it is essential, therefore, to be very diligent about speed, bank angle and balance control.

I have tried to come up with a neat way to remember this behaviour. If anyone has any bright ideas then please let me know. The best I can produce is:

In a stall when flying **TOWARDS** the ground, the roll will be **TOWARDS** the turn

In a stall when flying **AWAY** from the ground the roll will be **AWAY** from the turn.

If you want a more thorough explanation then talk to your instructor or collar Maurice usually found within visual range of the Cub.



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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