



## SPRING IS IN THE AIR

**CFI Mark Cozzolino provides advice for those pilots now looking forward to returning to the air with better weather and longer flying hours:**

Here is some advice for Stapleford club members who haven't managed to fly through the winter months and are now planning to take to the air after weather enforced grounding. Now's the time to brush up on your flying skills and to refresh your theoretical knowledge and awareness of legal requirements.

**Currency:** Stapleford Flying Club rules specify in the Flying Order Book that a check flight with an instructor is required for any qualified pilot with more than 150 hours of flying time logged who has not flown in a club aircraft in the past 62 days. For those with less than 150 hours logged the requirement is to have flown within the previous 45 days.

The check ride provides an ideal opportunity to brush up on rusty flying skills. In the case where an SEP renewal is coming up within the next 12 months, this check ride could also serve as the requisite hour with an instructor. Another way to regain currency is to fly with an instructor on one of the upcoming Stapleford cross-channel fly-outs.

For those intending to carry passengers the CAA requirement is to have completed three take-offs and landings within the past 90 days. Those take-offs and landings could be as P1 or with an instructor.

**Flying skills:** Taking to the air after a weather induced lay-off should provide a golden opportunity for spring-cleaning your flying skills, paying particular attention to pre-flight planning, and the pre-flight aeroplane checks. However familiar you may be, use your check list.

**Paperwork:** Pay particular attention to documentation and be mindful of legal requirements. Make sure your SEP and medical are current.

**Weather:** Each season presents its own meteorological challenges. It's worth checking out what to expect in spring by way of winds and weather fronts, and always to be on the lookout for those CBs.

**Traffic:** Better flying weather will undoubtedly attract more traffic aloft, so always keep a very sharp look-out for traffic particularly as Stapleford is situated within some very crowded airspace. Stick to circuit patterns. Listen to other aircraft in the circuit

and give clear RT communications indicating your position in the circuit.

**The instructor team at Stapleford is here to help and advise pilots on safe and responsible flying. If in doubt contact Reception and ask to speak to an instructor. It is a requirement that all Club members should familiarise themselves with the Flying Order Book. This is available at: <https://flsfc.com/pdfs/sfc-flying-order-book.pdf>**

## FATHER AND DAUGHTER JET2 CREW

Representatives from the airline Jet2 visited Stapleford in January to present career opportunities and introduce their Future Second Officer programme to the commercial students who attended.

Already there are a number of Stapleford alumni working for Jet2, including Becky Morgan and her dad, Brian, a former IR and Multi-engine instructor at Stapleford. Captain Brian Morgan and First Officer Becky found themselves rostered to fly together from Stansted to Tenerife this month.



CAPTAIN BRIAN MORGAN AND FIRST OFFICER BECKY MORGAN ON THE FLIGHT DECK OF A JET2 BOEING 737-800

This is the fourth time they will have shared a flight. "We really enjoy flying together" says Becky. They have also flown together to Heraklion in Greece and to Alicante in Spain.

Becky trained at Stapleford. In 2019 she was awarded the John Chicken Trophy for the Student of the Year and was described as: "a student who has worked so hard to achieve a fantastically high standard during training". She joined the Jet2 Pilot Apprenticeship Scheme but shortly afterwards her career progress

was interrupted by Covid-related redundancy, so Becky returned to Stapleford to do the Flight Instructor course.

After a short spell of instructing at Stapleford she returned to Jet2 as a Pilot Apprentice in Bristol and then later completed her type rating, initially based in Glasgow from April 2022. Becky who is now 25, has been flying as a First Officer for over two years. "I am based at Stansted now and really enjoying flying the Boeing 737-800 to holiday destinations around Europe. My ambition is to progress to a Senior First Officer this year."

Becky has recently purchased a house close to Stansted. When she is not flying Becky enjoys playing tennis and horse riding. During the winter months she finds more time for riding when her schedules are lighter in the quieter season.

**For further information about Stapleford's Commercial Pilot Training courses contact: Helen Ayres, Commercial Course Coordinator: [commercial@flysfc.com](mailto:commercial@flysfc.com)**

## TWIN RATING FOR STAPLEFORD'S ATPL COURSES

**When the second set of identical twins turned up on the ATPL ground school course, Stapleford instructors could be excused for thinking they were seeing double – again.**

Alex and Scott Munnoch started their ground school training in January. They are following in the footsteps of another pair of identical twins, Yogan and Yoven Camalapan a year later.



SCOTT AND ALEX MUNNOCH

Stapleford's commercial training programme seems to be a particular attraction to twins. Could this be down to Commercial Co-ordinator, Helen Ayres, who is also an identical twin? However there is no risk of confusion here as her sister Rachel does not work at the airfield.

At weekends when Alex and Scott are not in the

classroom at Stapleford, they can be found towing gliders or gliding at South Downs Gliding Club at Storrington or flying Tiger Moths and Chipmunks at Sywell.

"We have been flying since we were 14, when we took up gliding and got our gliding licenses. Now we are both qualified to fly the glider tugs, and act as Basic Instructors at Southdown Gliding Club." said Scott. They both trained for their PPL and Night Rating at nearby Shoreham.

The twins moved to Stapleford for their commercial training: "because it is such a friendly school and it is an advantage to be living on site at the airfield. Once we have completed the ground school training in the summer we will be continuing with our commercial training at Stapleford.

"We always thought that the ATPL ground school would be the hardest part of our training, as we are both very hands-on people and just love flying. But we are making the most of opportunities at the weekend to keep current and to hour-build. We help with the maintenance of the vintage aeroplanes and this helps with the technical aspects of our training."

Alex and Scott have always wanted to pursue a career in aviation, having been taken to lots of airshows as kids. "But neither of the parents is interested in aeroplanes. Our mother hated it when we took her up on a flight," said Scott.

"We really enjoy flying together and when we share a flight we understand each other and know when to intervene if necessary. On the ground we have our own shorthand, our own language to describe how something flies, or how it works," said Alex.

"I guess we are competitive. If one of us achieves something, the other wants to get there too. As to who goes first to do a first solo, for example, we toss a coin." Away from flying the Munnoch twins enjoy sport and being hands-on helping their father in his carpentry business.

While Alex wore a brown jacket for the purposes of the photograph, to avoid confusion in the classroom, the twins sit behind their own name label.

## DOG DAYS

UK Border Force brought six of their Dog Teams to Stapleford in December for search exercises covering three scenarios in three areas of the airfield. The exercise was planned and organised by dog handlers Paige Carlarne-Hall with her dog Delta and fellow dog-handler, Darren Bailey.

Paige is very familiar with the airfield, having been Stapleford's first female firefighter when she joined the crew at the airfield in 2016. And moreover her grandfather is Stapleford's Airfield Maintenance Manager, Jim Carlarne.

Officers from Border Force are occasional visitors to Stapleford to meet crews returning from cross-channel trips. But the Border Force dog teams would normally





PAIGE CARLARNE-HALL AND DELTA

work at the docks and major airports around the UK. So a visit to Stapleford was a new experience for the dogs.

## EXPECT THE UNEXPECTED

**However carefully you may plan for a flight, always be alert to the unexpected and know how to deal with unforeseen circumstances. Above all keep a clear head, play for time, and work out your best course of action. Situational and traffic awareness is essential. Take Off Editor, Sue Rose provides a recent example:**

There was I on frequency, returning from Earls Colne and positioning for an overhead join for 21 left when Stapleford Radio announced that 21 was closed to traffic and the wind was favouring 28. Ah.....

Fortunately the visibility was good, and with the help of my very able co-pilot, Robert Harston, we already had a pretty good idea of where the other circuit traffic was so quick calculations in the cockpit and we positioned for a crosswind join for 28, communicated our intentions and landed safely.

OK, I have more than 20 years' experience of Stapleford circuits and this is not the first time I have had to deal with a last-minute runway switch or had to land on runway 28. Moreover, I was fortunate to have a particularly sharp pilot in the right seat.

If in doubt, on your own or less familiar with Stapleford's unlicensed runways (10/28) then the best course of action is to play for time. Get out of the ATZ, orbit safely and replan your approach. Communicate your position and intentions to other pilots in the circuit or to those who may also be orbiting somewhere in the vicinity."

For recently qualified PPLs and newcomers to Stapleford, who have not had experience of using 10/28 during their training, Head of Training, Colin Dobney recommends a session with an instructor to

familiarise themselves with flying these infrequently used grass runways.

Both runways have their quirks, notably the high trees on approach to 28 and taking off on 10. As these runways are deceptively short due to the displaced threshold on approach to 28. During the flare and landing, pilots should pick a conservative baulked landing or go-around point (before half-way) in the event that substantial amount of float is encountered.

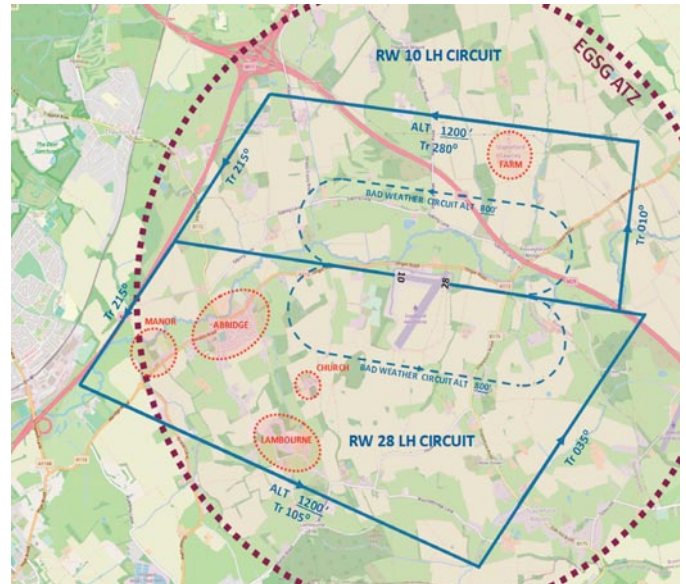


DIAGRAM SHOWING THE CIRCUIT PATTERNS FOR 10/28

## UP, UP AND AWAY

**Plans are afoot for Stapleford club fly-outs to popular destinations across the Channel and to less familiar airfields in the UK.**

Fly-outs in the company of fellow pilots and instructors offer a great opportunity to get cross-channel checked by an instructor for those who have recently achieved their PPL. This is also a welcome chance for more seasoned pilots to explore unfamiliar territory, share costs with fellow flyers, and savour continental cuisine while exploring new destinations.

Stapleford's fly-outs are organised by Ed Gorbans. He is planning the first trip to Le Touquet on 21 March with further fly-outs during the next six months. In addition to the popular short trips for PPL club members, Ed is also planning some longer trips for hour-builders.

For many pilots the first fly-out of the season is also a very attractive way of getting a check ride with an instructor after a winter of bad weather. Prior to each fly-out Ed provides briefings on the necessary documentation and on route planning. This is the best way to re-familiarise oneself with filing a flight plan and completing the requisite Customs and Immigration forms required for landing in the EU and returning to the UK.

Regarding paperwork, be aware that a current passport with a minimum of three months before renewal is

required for entry into EU countries. Passports must be stamped by the Customs on entry and on departure. While Le Touquet and Calais are both Customs airports, if you have plans for then travelling further afield to smaller airfields then it is necessary to clear Customs in Le Touquet or Calais on both the inbound and outbound legs.

In the event of weather problems every effort will be made to find an alternative destination in the UK if necessary.

**Life jackets are a requirement for all cross-channel flights, and these can be hired from Reception at Stapleford. If you are interested in signing up for fly-outs please contact Ed Gorbans at: [flyoutssfc.com](mailto:flyoutssfc.com) or call Stapleford Reception: 01708 688380**

## WINTER WONDERLAND

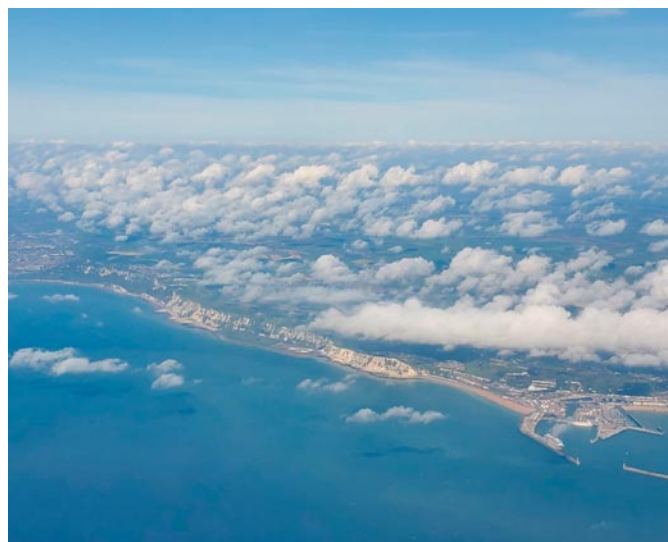
While winter at Stapleford may impose severe restrictions on opportunities for taking to the air, it certainly does provide inspiration for photography. Umar Abd-Alghani captured this chilly winter sunrise at the airfield.

Umar is currently training to fly commercially and started the CPL course in late January, having finished hour-building and completing ATPL ground school mid-2024.



PHOTO: UMAR ABD-ALGHANI

“One of the benefits of doing my training at Stapleford is I can still continue modularly which affords me flexibility while receiving stellar instruction. I hope that once I complete CPL and ME/IR I can land a job at an airline as I'd love for that to be the first bit of my professional flying.”



COASTING OUT DOVER. PHOTO: ROBERT HARSTON

## HARD TIMES

After a particularly wet winter the Stapleford ground has been waterlogged in various areas. Pilots are reminded that it is essential to comply with 'Hard Surfaces Only' advice from the Radio Room.

When these instructions are in force, after landing, pilots must backtrack runway 21 and not vacate to the right to use grass taxiways. Whilst experienced instructors flying regularly may be very familiar with the unserviceable areas, PPLs and students flying less frequently in winter must avoid taxiways and limit movement on the grass to when parking if 'Hard Surfaces Only' instructions have been issued.

This is particularly important at night, when it is more difficult to spot boggy areas and when an aircraft stuck in the mud may well lead to the closure of either of the licenced lighted runways. Runways 10/28 are not an option as they do not have runway lighting.

## SUCCESS STORIES

**Congratulations to all students who have recently completed their first solo and to those who have achieved their PPL or their night rating.**

**FIRST SOLO:** Vikesh Patel, Sedar Ortun, Rio Conceicao, Louis Slater, Abdirahman Adan, Ifeoluwa Shokunbi

**SKILL TEST:** Arsalan Raffique, Jason Gibbs

**NIGHT RATING:** Nazif Duru, Iaciera Ilaria, Paul Citulski, Jay Gadhvi, Jack Heskett, Yizhong Shi, Yildiray Pinar, Ollie Holmes. Shabbir Afzal, Tapiwa Ngwena

**Please be aware that night flying will finish at the end of March. A night rating needs to be completed within six months.**

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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