



## WELCOME BACK – AND FLY SAFELY

**Following the partial release of lockdown restrictions and after extensive consultations with all the relevant authorities, Stapleford Flight Centre reopened as from 1 June to allow PPL hire and training for commercial licences and associated ratings only.**

Until further relaxation of lockdown measures is announced, recreational flight training, recency checks, and proficiency checks cannot be undertaken. The club regulation that requires a flight within the last 62 days for pilots with over 150 hours total time will be extended to 90 days. The restriction of 45 days will remain in place for lower hours pilots.



INSTRUCTOR STUART DANN SPORTING THE REQUIRED PROTECTIVE MASK.  
PHOTO: COLIN DOBNEY

To mitigate risks to staff and students alike Stapleford has embarked on an extensive risk assessment for every aspect of the business. Here are the day to day differences from normal operations:

### **Prior to arrival at Stapleford**

Both Instructors and students are expected to ensure before setting out to Stapleford that they remain fit and well and are not displaying ANY symptoms of Covid19 or any other illness. On arrival at Reception please use hand sanitiser, take your temperature, then complete the self-declaration questionnaire.

You will also be required to have the temperature reading recorded. Instructors are to meet students and, where applicable, sign to accept that both parties are fit to fly and meet criteria.

### **At Reception**

Please comply with social distancing measures of 2 metres separation. Students are only permitted at the front desk behind Perspex shielding. Items such as tech logs will be dealt with by Instructors whilst these restrictions remain in place. For PPL hire reception staff will complete the tech log and ask only for the hirer to sign.

Training slot times are to be staggered wherever possible by instructors to ensure a minimum number of students and instructors arriving at reception at any time, with a maximum of three students permitted in reception area at any one time.

All students will be expected to purchase a full-face mask when flying or using ALX simulator. The preferred mask is made by Tecnam for purpose of flying and will work with headsets. These are available at reception at cost price. Students are expected to clean/sanitise their masks to ensure maximum protection.

Each student must be in possession of their own sanitised headset. Loan headsets will no longer be available.

The people who will be permitted to fly are:

- a) PPLs who meet recency requirements.
- b) 0-fATPL students (for eventual grant of commercial pilots' licence).
- c) Integrated fATPL flight course students.
- d) Students training for stand-alone CPL or ME/IR to be attached to CPL.

No recency check flight, rating or Instrument proficiency checks can be carried out at this moment in time. APSMCC & MCC/JOC courses are also not possible at present.

If further relaxation of restrictions is forthcoming, then recreational flight training and proficiency checks etc may recommence sometime in July. This will be advised by email to members and on the Stapleford website..

## Aircraft/simulator

Before walking out to the aircraft all parties must have face masks and headsets and ensure that the aircraft has been vacated and cleaned. Wherever possible an aircraft will be booked to one instructor for the whole day. Where practical students will complete the walkaround in normal fashion whilst the Instructor observes by at least 2m distance. Facemasks and headsets to be donned prior to getting into aircraft.

On completion of the flight the Instructor is responsible for ensuring that aircraft is cleaned/sanitised prior to leaving. If gloves have been worn, remove and dispose of prior to re-entering reception building and use hand cleanser.

For those needing to land at other airfields please be aware that many will remain closed and at best strictly PPR and may have more stringent rules if you land there. Please check NOTAMs for both airfield and airspace limitations.

Naturally, there will be no 'back-seating' allowed whilst restrictions are in place. In fact, nobody other than students here for flight, simulator or theoretical knowledge instruction or exam will be permitted onto the airfield.

## The Clubhouse

The clubhouse is now open for take away services only, and subject to weather conditions the clubhouse garden is available for briefings, provided social distancing is observed.

For further enquiries contact: Reception at Stapleford: 01708 688380

## ONLINE ATPL GROUND SCHOOL

**Chief Theoretical Knowledge Instructor Richard Pietz outlines the current ATPL ground school online programme:**

"A week after the country went into lockdown and we were unable to continue with the face-to-face delivery of the ATPL ground school, like other ATOs we switched to a remote online delivery method utilising tools that are now becoming more familiar to everyone.

"This allowed us to continue the ATPL ground school lessons without the need for students to have to wait until lockdown is lifted. This would have had a detrimental effect on their progress and on their studies.

"The pace of the course was reduced from the normal six lessons a day to only four a day so that students didn't finish their module of training too quickly as currently there are no ATPL exams being sat. The CAA have so far cancelled all exam sessions up to and including 5 July, Our students are booked in to sit the exams week commencing 6 July and we have

everything crossed that they will be able to take those exams!

"Once they have completed their Module 2 exams, they will return to the classroom in person to start the third and final module of their ATPL theory which is pencilled to be from mid-July.



Richard took over as Chief Theoretical Knowledge Instructor late 2019, following the departure of Anneli Christian-Phillips. He started flying at Clacton in 2002 then did his Night rating/CPL/ME/IR at Stapleford in 2005, the Flight Instructor Course with Tony Glover in 2006 and the following year became a PPL instructor.

After two years instructing at Ayla Aviation Academy in Jordan, where he became Flight Standards Manager and Deputy CFI, Richard took a break from instructing, switching to a middle management role in Tesco, while maintaining his ratings and currency.

"In 2017 I returned to full time flying instruction at Stapleford where I instruct the CPL as well as ME and IR for both modular and integrated students. Soon after returning to Stapleford I got involved with ATPL ground school instruction and in May 2019 I took on the role of Deputy Chief Theoretical Knowledge Instructor, working alongside Anneli," says Richard, who has approximately 3,900 hours of instructional experience.

## EXTENSIONS OF MEDICALS AND RATINGS

**Examiner Rob Forster explains the process for extending medicals and ratings**

Due to the Covid-19 outbreak, the CAA has allowed extensions to medical and rating expiry dates provided the current expiry date falls in the period 16 March to 31 October 2020. The following applies to EASA licences (PPL, LAPL, CPL and ATPL) where not operating in Commercial Air Transport.

So starting with your medical, provided you have not experienced a reduction in medical fitness and the expiry date falls within this period then your medical certificate is automatically extended to 22 November 2020. All you need to do is to carry your expired medical certificate together with a printed copy of the CAA ORS4 No.1385 notice – see <https://tinyurl.com/ydgbj3>

No other action is required unless you have additional medical surveillance (e.g. provision of reports) in which case you should continue to comply with those requirements. If in doubt on this aspect contact your medical examiner (AME) before flying. Later in the year don't forget to contact your AME in plenty of time to get your medical renewed before 22 November, AME's are likely to be busy!

Regarding ratings you can extend the validity of your SEP, MEP, IR or IR (Restricted) ratings until 22 November but you do need to contact an examiner and the process can be carried out remotely. The examiner will need a scan of your licence and will arrange to brief you on safe operations, abnormal and emergency procedures probably by phone.

When the briefing is complete you will receive your scanned licence back with the rating extended together with a form SRG1100F signed by the examiner for your records. This can be done even if the rating expiry date has already passed provided your rating expiry date is between the 16 March and 31 October, but of course MUST be done before flying.

For those with a LAPL, the recency period can be extended from 24 months to 32 months. Again the extension lasts only until 22 November after which it reverts to 24 months and a briefing is required which may be carried out remotely. In this case either a logbook entry is required to be signed by the examiner or if the process is carried out remotely then the examiner will provide the pilot with a certificate to be carried with their licence.

For more details see a guidance document at <https://tinyurl.com/y7jv8uq7>

To contact an examiner please email Head of Training Colin Dobney, [cd@flysf.com](mailto:cd@flysf.com), or Rob Forster, [final2land@gmail.com](mailto:final2land@gmail.com) with scan of your licence and best contact number so you can be contacted for the briefing.

## MAKING THE MOST OF EMPTY SKIES

**Keith Cullum describes a post-lockdown flight to Sandown, with a low approach to Gatwick and crossing overhead London City**

On the May Bank Holiday my wife Alison and I flew to Sandown Airfield in our SR22 (N89GH) along with Bernie Reddan, partner Sue and daughters in his PA32 (G-NIOS). Sandown were allowing visitors and had organised

“socially distanced” facilities. Bernie routed overhead London City and Gatwick using Thames Radar and Gatwick Director for clearances respectively.

We routed via the Dartford Crossing and changed to Gatwick Director to request an approach and low go round to take advantage of the lack of commercial traffic. This was approved and clearance given to enter their airspace for a 10nm final to 26R, their reserve runway.

For separation with other traffic we were asked to orbit at 10nm, rolling out for our approach and cleared down to 600ft along 26R, giving a superb view of the whole airport. It seemed that every parking place was taken up by aircraft from many airlines, most notably BA, Virgin and EasyJet. Whilst we were on short final for 26R, Bernie passed overhead us at 2,000ft.

Sandown was very busy, necessitating both Bernie and I to make a go-round on our first approaches to maintain spacing with other arriving aircraft. Both our second approaches were successful and we were parked together by helpful ground handlers. We also saw another Stapleford aircraft there, Jonathan in G-ZION. Everything on the ground was very well organised by Sandown and no distancing risks were felt. Well done to all at Sandown.



LOW APPROACH TO GATWICK. PHOTO: KEITH CULLUM

For our route home, Alison and I decided to reverse Bernie's route down, requesting a Gatwick overhead from Gatwick Director routing north out of their zone via the Gatwick Aircraft Museum (ex-Vallance By-Ways airfield) and remaining clear of the Redhill flying area. Changing to Thames Radar (combined at that time with Heathrow Special) we requested and were cleared for a south-north transit of the London City zone via the 09 threshold, giving a fabulous views of Canary Wharf, the City and passing overhead the Excel Nightingale hospital.

A big thank you to all the controllers involved at Gatwick and Thames for their assistance. For others thinking of requesting zone transits even in normal busy times, you are more likely to be granted clearance if your radio calls are clear and concise, you repeat back any clearances and you follow the instructions given.

## FROM THE RIGHT SEAT

### Instructor Roy Copperwaite considers noise abatement issues on runway 03

Only two days after the airfield reopened, we were receiving noise/overfly complaints from one resident. We should all be aware of this and avoid at all costs. The area is located where turning base for Runway 03.

There are many notices concerning this particularly area on the notice boards in the main building, so I would ask everyone to reacquaint themselves with that particular part of the circuit. Some pilots think the turning point is at the roundabout. This is no longer the case and has not been for some time.

Please take note of this detailed description of how to avoid this area and to prevent me having another half hour phone conversation with the property owner.

From crosswind all single engine aircraft can turn inside the M11. Ahead you will see a bend in the Motorway, abeam the old Bank of England building. Aim to be at least over the Motorway or even have it on your left-hand side. This will give you a better view of your turning point onto base, which is Top Golf driving range. Turn around the driving range.

The next problem is the base track. Some pilots are cutting base and flying straight over the gentleman's property, so a track of 130° (not heading) will keep you far enough away. Correctly done you should see the white tower ahead and to the left of your track. The property can be identified by a green-sided barn to the south of the house. Pilots should not use the windsock as it has been placed in the wrong position. If you are questioned over your track and are sure you did not infringe, we have found that Flight Tracker is not accurate, and a better track can be seen from the Radio Room to vindicate yourself.

For those of you who have iPad or similar tracking device, this will give a much more accurate plan and can be used as proof of not overflying the property.

## So, what did you do in lockdown?

### Ever the optimist, Take Off Editor, Sue Rose has been familiarising herself with French aviation radio conversation in anticipation of future fly-outs:

Having achieved my biennial check and SEP rating renewal days before lockdown, like so many other recreational flyers I was grounded, gated and under house arrest. So how to use my involuntary spare time creatively?

Play with an online Sim, revise air law, dig out my whizz



wheel and try and remember how to PLOG the old-fashioned way? Well, not exactly. I opted for working on my French language skills, with particular emphasis on aviation French in anticipation of future fly-outs.

With the help of some friends connected with Bergerac Airport (LFBE), where I have flown a DR 400 several times, I was put in contact with Maryline Garbay, an Air Traffic Controller at Biscarrosse (LFBS) in south west France. As her airfield remains closed she was only too eager to practise her English, which was far better than my French.

With chart and plates in front of me, over the phone G-CC flew virtually from LFBE to LFBS, sought airfield instructions, read them back (with some hesitation), joined downwind, observed other traffic, then was cleared to land on 27L, vacated and parked as directed. Then there was the virtual taxiing, departure and transfer to Aquitaine Information.

Now equipped with Chapter 3 of the SIA's incredibly detailed manual for French Air Traffic controllers, I am requested to practice calls and report back to Maryline next week for a further session. Anyone who is interested in reading it in French and English should go to:

<https://tinyurl.com/y7plxwv>

While French air traffic controllers should be speaking to us in English, French GA pilots persist in communication in French which is neither helpful – or safe, when approaching a busy and unfamiliar small French airfield, where some radio operators only speak to us in French..

Although we carry crib cards when flying to France, hopefully my newly acquired francophone skills (although still far from fluent) will come in useful on future fly-outs, once we can resume business as usual.

And my other somewhat nostalgic new lockdown hobby is doing watercolour paintings of aeroplanes – but strictly not for publication!

**Take Off is offering a small prize for the most enterprising aviation-related lockdown pastime or photo.**

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.

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