



STAPLEFORD RALLY SPOT ON – DESPITE THE WIND



SPOT LANDING WINNERS DAVE CLISSETT AND STEVE UNDRILL IN G-AWAZ
PHOTO: KEITH CULLUM

Weather conditions certainly added to the challenges for pilots in Stapleford's navigation rally and spot landing competition. Take Off Editor, Sue Rose describes the rally from the "right seat" as navigator for Amy Chau in a PA28 (G-CFMX).

Four intrepid Stapleford crews defied gusty winds to compete in the event on February 2. Overall winners were Rob Forster and Paul Ponting, flying their DA40 (G-ZANY). Winners of the spot landing competition were David Clissett and Steve Undrill in Piper Arrow (G-AWAZ) with Amy achieving a very creditable second place. Mike Pearson and Dhuru Somaiya in Mike's AC11 (N4874W) were joint second in the competition overall, alongside Dave and Steve.

The event was meticulously planned and stage managed by Rex Levi and Keith Cullum. Participants were provided with six grid references to enable us to plot a route on SkyDemon or Garmin Pilot. We were given ten aerial photos of landmarks to identify. Our route took us east towards Clacton, along the coast and back over Colchester. While pilots had to contend with strong winds and variable cloud, navigators set to work to identify landmarks in order to answer a series of testing questions.

Amy and I knew we were up against some really strong competition but we were both delighted to have taken part, to have successfully flown the course, spotted all the landmarks – even if we didn't identify all of them correctly. We certainly learnt a lot from the experience.

On returning to Stapleford serious piloting skills were put to the test as participants sought to land on or as near as possible to the marked "spot" just beyond the numbers on 21L in unhelpful gusty conditions. Each landing was videoed, and some notable performances were recorded.

Over a welcome lunch of soup, bacon or sausage rolls in the Clubhouse the results were announced, and prizes awarded. Congratulations to the winners and thanks to all the participants. The event raised £150 for Herts and Essex Air Ambulance, while providing us with a most enjoyable and worthwhile flying experience.

Big thanks Rex and Keith - please can we have another rally next year!

G-BKLO GETS A FACELIFT

Stapleford C172 (G-BKLO) has had a major avionics upgrade and now features two Garmin G5 electronic flight instruments. The process was masterminded by Alan Turner

One of the Garmin G5s is configured as a Primary Flight Display (PFD) incorporating an AI, ASI and Altimeter. Other information displayed includes Ground Speed (from internal WAAS GPS), heading and the currently selected barometric pressure.

The second G5 is configured as an HSI that displays the DI information as well as incorporating the VOR and ILS course references for the selected frequency on the NavCom unit. If the primary G5 fails, this second G5 can also be easily reconfigured, using the main knob, as the PFD, therefore able to continue to provide essential attitude information.

Both G5 units incorporate backup batteries in case of aircraft alternator or battery failure, and as these units are electrical you will no longer see a suction gauge on the dashboard. The original ASI and Altimeter are retained as backup indicators.

A built-in iPad mount has been installed containing an iPad Mini 5, preconfigured with a SkyDemon licence. Alongside the iPad is a panel mount USB charging connector for crew tablets, etc. The avionics fit is completed by a Garmin GNC255 NavCom and Trig Mode A/C/S transponder.

All of the new and retained equipment has been very neatly installed in a custom-made powder coated dashboard, the work being completed by local avionics engineer St John Morris of Phoenix Aerospace Ltd.

LO is to be used for training purposes and available for PPLs to hire at £160 an hour. For further information contact Stapleford Reception: 01708 688380.

WOMEN PILOTS - STAPLEFORD TAKES THE LEAD

Stapleford's Sharon Nicholson – commercial instructor and aerobatic pilot, former examiner, corporate airline Captain with LEA (now Luxaviation UK) and now CAA Senior Flight Safety Inspector - has been elected Chairwoman of the British Women Pilots Association (BWPA). She succeeds former Stapleford instructor and airline pilot, Julie Westhorp.



SHARON NICHOLSON. PHOTO TAD DIPPEL PHOTOGRAPHY

"I joined the BWPA over 20 years ago and have enjoyed being a supportive member of the committee for the last six years. I am honoured to take over the role of Chairwoman and I will continue the good work of our outgoing Chairwoman Julie Westhorp," says Sharon.

"In over 40 years in the aviation industry, I have seen an increase in the number of women pilots, largely based on the increase of the industry itself. The impression is that there is growth. The truth is that there has been no more than a one percent increase of women pilots during that period and there remains one of the highest gender pay gaps overall with women being paid 35.7 percent less than men*.

I hope that, through the generosity of our members and supportive network of the BWPA, we will be one of the forerunners in promotion of women as pilots and closing that gap."

The dynamic Essex members of the BWPA are also represented on the Committee by Cheryl Sullivan, a popular Stapleford Club member and former C172 owner. Fellow Stapleford pilot Amy Chau played a significant role in developing the BWPA website and working to encourage women to take up flying through taster days. Amy also coordinates regular meetings local to Stapleford for BWPA members and those interested in joining.

Amy was one of two Stapleford pilots to receive BWPA

Trophies at the association's annual lunch in December. Amy won the Muriel Sells Trophy, awarded to a BWPA member who has supported the Association either by regularly attending events or by working in the background to further the association's aims and for her role in encouraging women pilots to get involved in the fun of flying.

Lucie Harrison, whose achievements in flying to more than 100 different airfields in the UK and France were acknowledged in the May 2019 issue of *Take Off*, won the BWPA's Naomi Christy Cup, award for a flying or flying related personal achievement, beyond the recipient's wildest dreams - an achievement 'special' to the individual. Lucie, co-owner of an Archer 2 (G-CHAS) continues to add new destinations and to provide an inspiration to us PPLs.

**National Office of Statistics 2019 note:*

The gender pay gap is calculated as the difference between average hourly earnings (excluding overtime) of men and women as a proportion of average hourly earnings (excluding overtime) of men's earnings. It is a measure across all jobs in the UK, not of the difference in pay between men and women for doing the same job.

FROM THE RIGHT SEAT

Instructor Roy Copperwaite covers ground issues:

The Stapleford management has asked me to advise everyone that aircraft covers, with the call sign of each aircraft stamped on them, are now available for the Piper Warriors and Arrows. Please check to see if the aircraft has been booked after your slot. If not, please put the cover on the aircraft. If you are not sure, please put the cover on. If you are the last flight of the day reception will check the cover has been replaced.

If conditions are an issue, then get some help. Tying the straps to a headset case or bag and throwing that under the aircraft this will help alleviate wind issues. There is to be a hut in the Warrior park for wet or frosty covers. Hopefully this will prevent wet seats and damp affecting the instruments.

On a different note: I have been asked to remind everyone of the important safety requirement to carry out thorough pre-flight checks. In one case, after a student checkout, not only a flat oleo was noted but a flat tyre as well. This could mean the aircraft had sustained a heavy landing and should be checked by qualified engineer.

Instructors will be monitoring the speed at which checks are being carried out, including time spent completing run-up and pre take off checks.

These are all relevant safety issues.

ADAM SPREADS HIS WINGS

Adam Warwicker achieved his PPL in October 2019 and has lost no time in making the most of it. He describes his aerial adventures on a trip to Caernarfon:

I have always wanted to be a pilot. I've been with Stapleford since July 2018 and finished my training in a PA28 in October. By January 2020, I had 80 hours in my logbook and am now completing my Night Rating. In 2020 I will build my hours up and enrol on the ATPL course

Since getting my licence I have wanted to share the experience with friends and family. I'm lucky to have one friend at least who trusts me enough, Gabor, who is a mathematician and software developer. In four weeks in November and December we flew to Wolverhampton (diverted en route to Caernarfon), Isle of Wight, Dover via Lydd, Duxford, Shoreham. We planned a trip to Lands End but weather got us on that one. Our second attempt to reach Caernarfon was a success!

Apart from the possibility of needing a toilet I really enjoy long flights. Caernarfon is about 2.5 hours each way but the views over Snowdon at 5000ft are epic and the delta near Colwyn Bay has unique scenery - castles, mountain roads, high bridges, lighthouses and small islands.



LLANDDWYN ISLAND. PHOTO: GABOR KISS

Our day started off with a clear sky, crisp and dense air with low humidity, a great day for taking photos. Other than a thin layer of hoar frost, there were no snags. Once we departed Stapleford, we headed straight for Luton to ask for a transit. It's very quick and easy. An Airbus was performing its take-off roll as we were passing overhead at about 1200ft.

Once past Luton we called London Information to ask for a basic service all the way to our destination. En route we passed Silverstone and performed a couple of orbits to take pictures before heading on and climbing to 5000ft once clear of the Class A airspace vertical boundaries. 5000ft only gives you up to 2000ft of clearance over Snowdon and its surroundings, 5000ft is the highest I've ever been in a PA28.

After a few snaps of some lakes that looked like meteor craters we continued to the delta entering Colwyn Bay before heading down the coast to Caernarfon. At this point we were in and out of radio contact with London Info due to the high surrounding terrain.

As soon as we landed at Caernarfon, we went to empty the tanks (our tanks) before visiting the tower and finding food! They had a nice café, where they were able to make us up a Christmas Turkey and stuffing sarnie. We had no more than 45 minutes for our turnaround as we needed to refuel and make sure we got back 30 minutes before sunset.

The first part of our journey back was to travel a short distance to Llanddwyn Island with a lighthouse right at the edge. Then we had to do a long climbing turn to get above some clouds manoeuvring over the airfield so we could reach our 5000ft to make a safe pass over Snowdon once more. We made it back with time to spare and no issues with G-SACO, my favourite plane in which I did my solo nav and it has working cabin heat!

A big thank you to Stapleford and all the instructors who have given me advice and support whilst planning my journeys, soon I hope to make my first international flight in G-SACO.

SAFETY FIRST

Safety Manager, Greg Wills writes: Safety at Stapleford is paramount and as such I would like to encourage everybody to utilise our online hazard reporting form. This form can be used anonymously to report any aviation-related incident, both in the air or on the ground. This will enable us to identify and investigate hazards and put in place measures to limit or prevent such occurrences in the future.

To access the reporting system, please go to www.flysfc.com (under Tools > SFC Hazard Reporting) or alternatively find one of our safety posters on the notice boards in reception and scan the QR code with your mobile device to go straight to the form.

SUCCESS STORIES

Congratulations to all students who have flown their first solo and to those who have recently achieved their PPL as well as pilots who have gained their Multi-Engine rating. Wishing them all the best for their future flying.

FIRST SOLO

Oli Melzack, Mendes Robson, Giovanni Pezzullo, Leo Walker-Wilson, Pawel Wojcik, Ilya Zuckerman

SKILL TESTS

Ian Groves, Matthew Maxwell, Matthew Mercer, Shane Moroney, Michael Mugo, Victor Sanchez, Mohammed Shakeel, Cameron Quinn

MULTI ENGINE

Dominic Carroll, Samuel Chapman, Carrie Clarke, Oliver Colkett, Ryan Cummins, Aria Davenport, Martin Eagle, Andrew Gilbert, Bradley Gunn, Nat Hiscocks, Serstian Koretwo, Brendan McLachlan, Adam McVeigh, Keval Patel, Alex Robertson, Mohammed Shakeel, Mohammed Sheikh, Zach Stiff, Joseph Tunbridge.

THE LONG AND THE SHORT OF IT - 2020 FLY-OUTS

Stapleford's fly-outs for club members and hour builders to new and familiar favourite cross channel and UK destinations begin in April. James Lee and Mark Cozzolino, instructors and fly-outs organisers outline plans:

Following on the success of our very varied and exciting 2019 programme of fly-outs to suit PPLs, students and hour builders, we have plans afoot to include short day trips to nearby new destinations such as Amiens and Valenciennes and popular favourites across the channel, as well as exciting longer two to three day trips further afield for the serious hour builders

As usual the short trips will be on the second Tuesday of each month. If weather intervenes to prevent a cross channel flight, then every effort will be made to find an interesting alternative in the UK. Destinations for day trips will this year include:

- Amiens (April 14)
- Reims (May 12)
- Caen (June 9)
- Valenciennes Denain (14 July)
- Deauville (11 August)
- Cherbourg (8 September)
- Dieppe (13 October)

For hour-builders and other enthusiasts looking for logging plenty of hours, James and Mark are planning longer trips to such destinations as:

- The Pyrenees, Andorra and Carcassonne (May 17-19)
- Channel Isles (May 13-14)
- Freiburg im Breisgen, Germany (May 22-23)
- Ireland – The Shamrock Run (June 1-2)
- Scotland – The Haggis Run (June 3- 4)
- Germany - Dambusters (June 11-12)
- Denmark – Lego Run (July 27- 29)
- Balkans Expedition (September 10-14)

Pilots booking for the longer trips will be asked to pay a deposit in advance.

For those pilots new to the SFC's fly outs, everything is provided for you within the safety of SFC's Instructors' advice and support structure. A briefing is provided for each fly-out. You will be assisted in flight planning, completing flight plans, filling in UK GAR forms and European customs procedures. Remember that the cross-channel check is more about being introduced to foreign ATC and their subtle differences. More importantly the



check is for the flight plans and customs procedures because if you get these wrong you could end up in trouble.

If you want to sign up for fly-outs should go to the website: <https://www.buddysaviation.club/flyout-booking/>; contact James Lee or Mark Cozzolino at flyoutsfc@gmail.com or call Stapleford Reception on 01708 688380.

STAPLEFORD'S MASONIC ROLE

Stapleford is home to the thriving Masonic Aeronautical Lodge. It was established in 1997. John Chicken, Stapleford Flight Centre's Managing Director was a founder member and a former Master. The 34 members include centenarian and flying legend Eric Thurston, Flying Club members, instructors, pilots past and present. Colin Hutchins, a leading member of the Lodge invites Stapleford pilots and aviation enthusiasts to join:

"Membership of the Aeronautical Lodge is open all men. It is not a secret society. In addition to attending four Lodge meetings a year, each of which is followed by a 'Festive Board' or dinner following the meeting, we have various social events. These include visits to aviation-related venues, such as the Imperial War Museum's Aviation Museum at Duxford, the Shuttleworth Collection at Old Warden, and various air shows.

"We have talks to the Lodge members on aeronautical matters. Over a period, you will be invited to attend other Lodges, make new friends and hear about other events and clubs such as the Masonic Clay Pigeon Shooting Club, the Masonic Motorcycle Club.

"Freemasonry is, after the National Lottery, the biggest provider of charitable funds in the UK. In aviation terms we fund one of the London medical helicopters as well as others throughout the UK among other charities".

If anyone would like further information about the Aeronautical Lodge, please contact: Colin Hutchins: colinkhutchins@aol.com; 01277 824 489.

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