



REACHING THE SKIES

Congratulations to those Stapleford Commercial students who have recently achieved their ambitions and landed airline jobs.



STEFANO SPARACIO AND JOE TROTT AFTER THEY PASSED THEIR INSTRUMENT RATINGS

Joe Trott completed his training at Stapleford last autumn and “within a few months I was starting a B737 type rating with Ryanair. I am now living my lifelong dream, flying passengers around Europe on a daily basis and approaching 500 hours on the B737.

“After doing my PPL abroad I enrolled on Stapleford’s ATPL theory course at the beginning of 2020. Everything was going great, I had just completed the module one exams and then the country was plunged into lockdown, forcing us out of the classroom. The Chief Theoretical Knowledge Instructor, Richard Pietz worked incredibly hard over this time and within 2 weeks, our ground school had become an online webinar. Despite the unprecedented disruption, I managed to pass all 14 exams only a few weeks behind schedule.

Following on from the ATPLs Joe started the ME/IR course then finished up with the CPL. He has high praise for his instructors – “who were absolutely first class throughout. I will always look back at my time at Stapleford incredibly fondly. I made friends for life there and we regularly organise reunions for lunch at the clubhouse.”

Also joining Ryanair is Stefano Sparacio from Italy. He moved to the UK in 2014 and started his training at Stapleford in 2018. Stefano chose the Modular path “as it was the perfect way to fit into my work-life pattern. During my studies I was also working at Stansted Airport as Terminal Security Officer. Stapleford has been very accommodating of my

needs as student. The instructors at Stapleford are very talented and always available to help.”

Jack Lawrence and Matthew Crowe have just started with Jet2. After initial training including a fortnight as cabin crew and a type rating at Leeds Bradford Airport, Jack will be flying from Stansted. “I have always wanted to be a pilot for as long as I can remember.”

Jack, who is from Yorkshire, started his flying in the military, before doing his PPL at Sherburn in Elmet. He came to Stapleford for his Commercial training. “I loved every moment of the training. The standard of instruction is of the highest and enabled me to pass my ratings in the minimum hours.

Gergely Golya is currently training with Wizz Air and will soon start flying the A320. He was working as an aerospace technician and did his training at Stapleford through the modular route alongside his job. His training started before Brexit which caused major challenges for everyone in aviation training.

“Thankfully, SFC management worked hard and made it possible to be able to reach my goal which was a dual licence (EASA and UK CAA). I wholeheartedly recommend Stapleford Flight Centre to anyone who wants to enjoy the training and reach the required standards to get an airline job” says Gergely.

The list of Stapleford students who have recently joined airlines includes:

- Bilal Mughal – Jet2
- Jack Lawrence – Jet2
- Matthew Crowe Jet2
- Peter Wakibe – Jet2
- Joe Trott – Ryanair
- Matt Sinclair – Ryanair
- Anthony Boag – Ryanair
- Stefano Sparacio – Ryanair
- Gergely Golya - Wizz Air



JACK LAWRENCE

ONWARDS AND UPWARDS

Carl Miller is determinedly making the most of the opportunities for PPLs on offer at Stapleford. He has just completed his Instrument Rating (Restricted). Next up is aerobatics:

Since gaining his PPL in 2018, Carl has already achieved a Night Rating and Tailwheel conversion before starting his IR(R) last summer. He is also a

frequent flyer on Stapleford fly-outs.

"Much as I love flying, I have no plans to go professional or train as a Commercial Pilot. I just want to expand my experience and become a better pilot. I found the IR(R) particularly satisfying," says Carl, who works as an Events Producer.



CARL MILLER

"The course certainly increases pilot awareness and hones flying skills, requiring more accuracy and precision in height and heading holding. I found it a very well structured course in the way in which it ramps up from the general handling to flying instrument approaches. I can recommend it highly

to other private pilots who want to step up their performance.

"The qualification gives you a vital 'get out of jail' in the event of bad weather" says Carl who is now starting his aerobatic training and looking forward to some good flying weather.

Editor's note: The IR(R) rating requires a minimum of 15 hours dual instruction and a written exam. The rating lasts for 25 months before revalidation. For further information call Stapleford Reception: 01708 688380

SAFETY FIRST

Safety in the air and on the ground is of paramount importance to Stapleford. If you have any problems which might impact the safety of pilots, passengers or aeroplanes, please talk to Safety Manager, Oli Colkett.

It could be a taxiway or runway incursion, a particularly hard landing, a bird strike, an airprox, a forced landing or an incident at another airfield. Where there is potential damage to the aeroplane, however slight, this will need to be checked in the hangar.

Airprox incidents and airspace infringements should be reported. Oli can assist pilots reporting an Airprox or in the case of an airspace infringement, filing a Mandatory Occurrence Report (MOR) with NATS.

If you are unsure about whether or not to report a minor incident, talk to Oli who is usually to be found around the airfield most days, and in the Radio Room on Mondays and Tuesdays, or contacted via Reception. "I am here to help and advise people on their best course of action and to determine how best to deal with the problem.

"Please do not be put off from reporting incidents for fear of punishment or being grounded. This is not our



OLI COLKETT

intention. Where necessary, some briefing or re-training may be offered. Our aim is to ensure that everyone can continue to enjoy flying safely and aeroplanes are safely maintained."

Oli Colkett can be contacted on olivercolkett@flysfc.com or via reception.

PPL 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:

Stephen Elliott, Stephen Hitchen, Elliot Irons, Ramtin Saadati, Simran Sanghera

SKILL TEST:

Mark Adolphus, Stavros Antoniou, Ahmed Dayaaldeen, Matthew Goddard, Billy Wilkinson

ONLINE PPL THEORY COURSE

Richard Pietz, Stapleford's Chief Theoretical Knowledge Instructor recommends a new online PPL theory course:

Bristol Ground School (BGS), well-known for its success in the sphere of ATPL studies, has an online PPL theory course and question bank to accompany it. Most people will know that the traditional route of buying the PPL books and taking the exams after studying the subjects is still the most common method of achieving the PPL theory passes. There is now another way through online Computer Based Training (CBT).

For PPL students wishing to continue on to ATPL either with us or through distance learning with BGS, starting with the PPL CBT is a good way to get familiar with the way BGS do things and how online learning can be of great benefit to future success.

For our next integrated student intake (expected to be in July) we'll be making the switch from traditional PPL



books to BGS CBT when they start their ground school phase.

To view this new BGS product go to:
<https://www.bristol.gs/private-pilots-licence-ppla/>



: ATPL GROUND SCHOOL STUDENTS WHO STARTED THEIR COURSE IN JANUARY
BACK ROW L-R: AHMAD KHAN, JONATHAN COLEMAN, JOE THEATO,
LEWIS DALE, ALFIE FELTHAM. FRONT ROW L-R: JAKE CASTLE, STAVROS
ANTONIOU, DANIEL COLLINS, RAUL HOSSAIN, BEN LANGRISH

CROSSING THE CHANNEL

Stapleford's fly-outs organiser James Lee reveals plans for the coming months:

The arrival of spring brings the fly-outs. These are a great way to meet other pilots while flying to new or some favourite airfields with friends. We will always aim to cross the channel but sometimes the weather will ensure that we end up flying plan B. Fly-outs can be used for the Cross Channel Check and to gain that experience of flying beyond Essex. Places are limited on a first come first served basis.

18 April – Midden Zeeland in Holland
2 May – Rouen via Calais or Le Touquet

I also organise trips further into Europe or up to Scotland with several over-night stops on route. These can either be with just yourself or sharing the flying with another and with me as your safety pilot.

If you are interested in attending any of the fly-outs or want more information on the longer trips then please drop me a line on flyoutssf@gmail.com or call 07922 614607. Life jackets for cross channel trips can be hired at Reception.

STAYING CENTRED

CFI Jon Onsloe warns against the dangers when overshooting the centreline while turning final:

I am seeing a lot of students overshoot the centreline on final. In an attempt to regain the centreline during the left turn they are pressing the left rudder to account for the overshoot. This is highly dangerous as it's a skid.

The higher (starboard) wing is blanketed from the relevant airflow by the aircraft fuselage and is more likely to stall. Slipping is fine in most aircraft, in most

configurations provided you maintain your airspeed. However, skidding is not!

It is important to maintain the extended centreline all the way down to the runway. In the event of an overshoot on turning final, the left aileron can be used to roll the aircraft left. As the control column is moved to the left, you should also apply a small amount of left rudder to centre the ball.

Once you are at your desired angle of bank in your left turn you should stop pressing the left rudder and check where the ball actually is. Most of the time it will be on the right.

In the event of a crosswind landing when "crabbing into wind" on approach the ball should still be centred, as you are simply flying a heading into wind to drift towards the runway. If you are flying a wing down technique, opposite rudder to aileron can be safely used to keep the aeroplane aiming at the centreline i.e.slipping.



LOOKING DOWN THE RUNWAY

Slipping the aircraft with cross controls is a safe manoeuvre but "skidding" (when using same aileron and rudder) is certainly not at any time, particularly on final.

JOIN THE FIREFIGHTERS

Stapleford is looking for people to join the Fire and Rescue crew at the airfield. As a licenced airfield Stapleford is required to have two crew members on duty at all times in case of emergency.

During weekdays the Fire and Rescue Service is usually covered by the Hangar team, but Airfield Maintenance Manager, Jim Carlarne is looking for more people to help cover early evenings and weekends.

"This is a good way for Commercial students to earn some money in their spare time and it's a useful addition to their cv. We will accommodate their training schedule. Ideally we would like people with some knowledge of aviation but the team does include some local retired firemen".

A basic training is offered by Jim, a retired fireman and by his colleague Nick Ginty who was a former senior fire officer with the London Fire Brigade. Both have a PPL and have been Stapleford flyers. Nick is also a familiar voice in the Radio Room.

The Fire and Rescue Service operates two specially equipped vehicles and is always on standby ready and willing to help with minor problems and deal with emergencies should they arise.

If you want to join the Fire Crew, call Jim: 07977 822579 or talk to Reception - 01708 688380

RADIOTELEPHONY LEAFLET AND BRIEFINGS

The CAA has published a new Radiotelephony Safety Sense Leaflet for GA pilots. Instructor and fly-outs organiser, James Lee is presenting RT briefings at Stapleford along with his Moving Map SkyDemon ground school briefings:

Hopefully you will all have read the new and updated CAA Radiotelephony Safety Sense Leaflet which is a great source of information. RT seems to be either hard or confusing for a lot of pilots but yet it shouldn't be.

I break down the RT into bite size chunks such as: what information ATC requires from you; understanding what services are available; common mistakes and many top tips. The briefs have proved popular so far by giving practical advice and suggesting ways to be more efficient and confident on the radio.

The duration of the brief is about 1.5 hours.

The Safety Sense leaflet on Radiotelephony is available from: <https://publicapps.caa.co.uk/safetysenseleaflet22>

MOVING MAPS

The vast majority of pilots are now using moving maps to ensure that they always have good situational awareness and don't infringe airspace. The most popular one that pilots are using at Stapleford is SkyDemon.

As with any equipment that you have on your aircraft you should be proficient in using it. Unfortunately a lot of users still have it set up with the factory default settings which doesn't give you the full features and could inadvertently lead to an infringement.

A lot of pilots are unaware of SkyDemon's full potential which can reduce cockpit workload thus making your flying more enjoyable and safer.

The course duration is 3 hours. It includes how to configure it correctly, route planning, how to make an en-route change or diversion, filing a Flight Plan and many other useful tips. James also covers immigration procedures for flying to the EU in the same briefing.

For further information about SkyDemon and RT ground school briefings contact James Lee at: flyoutssfc@gmail.com; 07922 614607 or call Stapleford Reception: 01708 688380



MAURICE HANDING OVER THE SUPER CUB TO GRAHAM BOWES

FAREWELL TO THE CUB

Stapleford's Piper Super Cub G-BIJB has finally left after two decades of gracing the Essex skies.

Maurice James, recently retired Stapleford Instructor and owner of the Cub handed over the 'keys' to JB's new owner who flew it from Audley End to her new home in Sherburn in Elmet, Yorkshire.

The new owner, Graham Bowes, is a Loganair Line Training Captain who flies Embraer 145s for a living but can't stay on the ground on his days off. Graham started flying gliders in 1991 and got his PPL on Cubs at Clacton in 1996 so the purchase of JB is beyond a dream for him.

"Sad though it is, it is comforting to know that JB is going to a good home and will be flown by a competent and appreciative owner" says Maurice. He has, however, warned Graham that he will return on the first anniversary of the sale for a trip which, he insists, he is not paying for!

SCRATCH CARD



SCRATCHES CAUSED BY DE-ICING WITH A CREDIT CARD

Pilots are requested not to use credit cards to de-ice Stapleford's aeroplanes. Using cards causes scratches on the aircraft surfaces.

There are rubber squeegees available in the Hangar so please use these instead of your credit or debit card if you are not carrying the appropriate de-icers in your flight bag.

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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