



## CLEARED FOR TAKE OFF: WELCOME BACK

**All being well, Stapleford Flying Club members will soon be given the go-ahead to resume flying with friends and return to something like normal. So welcome back!**

Commercial training and ATPL theory courses have continued to operate through lockdown and PPL training for professional pilot courses and for students at Bucks New University has been possible, but it has been a lean time for General Aviation private pilots, leaving many of us feeling very rusty and in much need of the required check ride with an Instructor.



OVERHEAD THE AIRFIELD; A VIEW FROM THE SUPER CUB

Since April 12 check rides have been on offer. Stapleford club rules require that pilots with less than 150 hours flying logged need to have flown within the previous 45 days before they can hire an aeroplane to fly P1; for those with more than 150 hours the requirement is a maximum of 62 days.

Up to May 17, however, it has only been possible to fly solo or with a member of your family or social bubble. So, the first fly-out of the season to Sandown, Isle of Wight was for solo pilots or flying with an instructor.

In the meanwhile, there have been several changes. All pilots must observe the Covid-19 regulations in place, signing in at Reception with temperatures checked, and wearing masks or visors (available for sale at Reception).

PPL students are now required to register on the CAA portal before taking PPL theory exams electronically.

Students are recommended to sign up at the earliest opportunity so that they can get their exams passed and first solos are not delayed. It will also be necessary to register with the CAA ahead of medicals.

Brexit has also resulted in several changes regarding licencing, largely affecting Instructors, Examiners and Commercial Pilots. Few of the changes directly affect PPLs. Anyone seeking an SEP rating by experience should ensure that they have an Examiner who holds the appropriate licence.

Head of Training Colin Dobney strongly recommends that pilots download and read the CAA's recently published **Skyway Code 3 (CAP 1535P)**

<https://www.caa.co.uk/General-aviation/Safety-information/The-Skyway-Code> giving full details of all the recent changes and new regulations. It is a good refresher course before taking to the air again.

### UPSET TRAINING

Stapleford has introduced a new course in Upset Prevention and Recovery Training (UPRT). It constitutes a combination of theoretical knowledge and flying training with the aim of providing flight crew with the required competencies both to prevent and to recover from situations in which an aeroplane unintentionally exceeds the parameters for line operation or training (aeroplane upsets).



ITHE SLINGSBY FIREFLY READY FOR UPSET TRAINING:  
PHOTO MARK COZZOLINO

The course was devised by instructors Mark Cozzolino and Chris Savva. Mark said: "Upset training is now a mandatory requirement for ATPL students who intend to go to the airlines. It costs £1,595 and includes the online Ground School and 3.5 hours

flying. We are looking at an option for PPLs with a few elements that are non-applicable to them removed from the flying syllabus."

After completing the course recent student Tim Brown said: "The Upset Prevention and Recovery Training course is an opportunity to experience the practical side of classroom theory and understand the principles of aerobatics in a controlled setting. The capabilities of the Slingsby Firefly M260 really get pushed to the aircraft's limits on this course with instructors who know how to do so in a safe environment drawing from a wealth of experience.

"The knowledge gained from a course like this is invaluable for those looking to achieve a greater understanding of how aircraft react and how to prevent and recover from tough situations. This knowledge might one day save a life".

## STAPLEFORD'S PIPER SUPER CUB GETS MAKEOVER

The beautiful green and white PA18-150 Super Cub (G-BIJB) has returned to Stapleford after a complete makeover. Once it has been run in and Covid-19 restrictions allow, it will be available for private pilots and students wanting to extend their flying experience with a tailwheel conversion course to add something completely different to their repertoire.

The Super Cub belongs to Maurice James, a Stapleford Instructor for almost 20 years. While recreational flying has been limited by lockdowns, his aeroplane has been on a one-year refurbishment programme at Vintage Fabrics in Audley End, an impressive organisation specialising in rebuilding historic aircraft. The engine was re-built by Norvic Aero Engines of St Neots. The work has encompassed:

- Complete strip of the fuselage fabric
- Structural clean, repaint and repair as needed
- New parts including zero-time engine and propeller, lift struts, cockpit floor, control cables and several systems parts such as alternator and magnetos
- New fuselage Ceconite covering and total re-paint

Maurice is planning online briefings to enable pilots to refresh themselves with the challenges and rewards of tailwheel flying and entice more to try out flying a taildragger and get a tailwheel conversion.

The model is a PA18-150. It was made in the USA in 1980 and is understood to be one of the last Super Cubs made by Piper. Maurice takes up the story. "The aeroplane was delivered from Piper to England via Canada, Greenland, Iceland, Faroes and Scotland, a journey which took 54 flying hours. The first customer was Essex Gliding Club based at North Weald where it was used as a tug and it still carries a glider hook."

"I bought it from the Gliding Club and took delivery from North Weald on 21 March 2003. Although I was instructing at Stapleford at the time, I had not got my tailwheel clearance, so I begged Keith Pogmore, then CFI for the Flight Instructor Courses, to fly me on the four-mile delivery flight.



MAURICE JAMES PREPARES THE SUPER CUB TO GO FLYING

"Dick Postle did my initial training then I did some flying from the back seat, with Will Middleton and Keith Pogmore in preparation for teaching. I have taught dozens of pilots for their Tailwheel Differences training and they all have enjoyed the challenge and welcomed the chance to visit local farm strips. Many other PPLs have used their required biennial check to get a taste of something completely different."

For further information about the briefings and booking a differences training session contact Stapleford Flight Centre on 01708 688 380 or contact Maurice James direct on [jamesaerold@yahoo.co.uk](mailto:jamesaerold@yahoo.co.uk).

## ERIC THURSTON



The legendary and highly respected Captain Eric Thurston died on January 24 this year aged 101. Eric was a father figure for countless Stapleford pilots, past and present. His wisdom and generosity will be greatly missed by his family and countless friends in aviation.

Eric, who ran a successful engineering business, first came to Stapleford in 1953 when he decided to take up flying. The following year he took over the maintenance facility, while subsequently achieving his Instrument and Instructor Ratings and his Commercial Licence. From 1984 – 2000 he was Chief Flying Instructor.

Eric played a significant role in the development of General Aviation in the UK. After he stopped flying, he continued to instruct in the simulator and in his later years was a familiar face in the Stapleford Clubhouse, where he proved to be a great raconteur and a fount of aviation wisdom.



## MEDICAL FORMS ONLINE

To revalidate or renew a medical, or to self-declare, all pilots must first register online through the new CAA portal, at <https://portal.caa.co.uk>

Since 28 March 2021, the new system has replaced all existing paper-based application forms. To register, you will need to upload a high-quality scan of photographic ID (e.g. passport) and proof of address (e.g. utility bill) or existing CAA documentation (e.g. medical certificate).

Beware: you must register in advance of needing to use the system – the CAA needs to verify and acknowledge your registration and is currently recommending that pilots apply now for a portal account if their medical expires within the next two months. Otherwise, you face delays in being issued with your next medical certificate.

If you have taken any PPL theoretical knowledge exams recently, you will already have had to register for the portal but will need to add 'medical service'. More information is available at <https://www.caa.co.uk/medical> and in CAP1902.

## SPREADING WINGS UK-WIDE

**What better way to get back in the air and experience a change of scenery than to join a Stapleford Flying Club fly-out to destinations far and wide in the UK.**

As soon as the lifting of Covid-19 restrictions allowed, Stapleford re-started its popular programme of fly-outs for Club members, including PPLs, hour builders, aircraft owners, and students.

This year's programme is being skilfully adapted by fly-outs organisers James Lee and Mark Cozzolino to meet the current requirements. It got off to a flying start when 12 pilots headed for Sandown, Isle of Wight to enjoy pizzas at the very welcoming airfield and take in spectacular views along the South Coast in hazy sunshine.

This was followed by a flight to Sherburn in North Yorkshire after the planned trip to Dunkeswell was changed due to weather. Fly-outers did finally make it to Dunkeswell a few days later with a rain-dodging trip back along the South Coast.

Up to May 17 pilots were only permitted to fly solo or with an instructor. For the time being fly-outs are being restricted to UK only, but there is still plenty of scope for aerial exploring and planned destinations for the shorter fly-outs include Shobdon, Welshpool, Cardiff, Great Massingham, Caernarfon and Kemble. From May 17 it is hoped that it will be possible for PPLs to resume fly-outs with friends and family.

For serious hour-builders James is offering bespoke three-day trips to Scotland. Hopefully later in the year it will be possible to extend fly-outs to destinations in Europe. Anyone who is interested should contact James for further details.



THE SKY IS NO LIMIT FOR STAPLEFORD FLY-OUTERS, DWARFED BY THE REPLICA OF A BLACK ARROW ROCKET IN SANDOWN AIRPORT'S WIGHT AVIATION MUSEUM. PHOTO: JAMES LEE

The fly-outs scheduled for this summer:

May 7 - Welshpool: May 13 - Shobdon

June 15 - Kemble and Peterborough: June 22 - Caernarfon

July 6 - Perranporth: July 13 - Compton Abbas and Charlton Park

More fly-outs may be added if demand is high.

Fly-outers are urged to come forward with their ideas of alternative destinations, and dates to suit their diaries and weather conditions. "If you have experience of interesting airfields, you have visited or would like to visit, do let me know, and we will do our best to accommodate your suggestions. Let us know if you can't manage the scheduled dates and we will see what we can do" says James.

Fly-outs offer great opportunities for hour-building, currency checks and, once it is possible to resume flying to Europe, for getting cross-channel checked or simply the experience of exploring destinations further afield and lunching together in the company of fellow pilots. Instructors will be on hand to provide a briefing and assist with completion of flight plans and the necessary formalities for cross-channel trips.

Those interesting in booking for fly-outs should contact James Lee at [flyoutsfc@gmail.com](mailto:flyoutsfc@gmail.com) or call Stapleford Reception on 01708 688380.

## ADRIAN HEADS UP FLIGHT INSTRUCTOR COURSES

Senior Instructor Adrian Oliver has now taken over Stapleford's Flight Instructor training programme, following the retirement of Tony Glover, who led the course for

many years. Adrian was Chief Theoretical Knowledge Instructor for three years. Since he started flying in 1968, he has logged more than 6,000 hours.

His involvement in flying began in 1968 when he joined the Air Cadets, flying in most types then in service, apart from fast jets. He subsequently applied for a gliding course and soloed after 32 flights in December 1970. He has taken part in gliding competitions in the UK and Europe. When Adrian left to join the Navy, he started powered flying, whenever his ship docked.

After a gap when he got married, Adrian resumed flying in 1981 and completed his PPL at Stapleford, returning to the Air Cadets as an instructor in 1984, and becoming CFI from 2003 – 2010. He completed his CPL and Flight Instructor courses at Stapleford in 2010. From 2015-18 he was Chief Theoretical Knowledge Instructor, teaching Principles of Flight, General Navigation, Radio Navigation, Air Law, Operations, and Meteorology. He has been instructing on the PPL, IR(R), and CPL courses before taking on the Flight Instructor course last year.

Pilots considering training as Instructors should contact Stapleford Reception for further information and would need to:

- Hold a valid pilot's licence, which includes a valid Single Engine Piston (Land) rating
- Meet the theoretical knowledge requirements for a EASA CPL (A)
- Have at least a CPL (A) or have completed at least 200 hours of flight time of which 150 hours as Pilot-in-Command if holding a PPL (A)
- Have completed at least 30 hours on Single Engine Piston powered aeroplanes of which at least 5 hours shall be in the six months preceding the pre-entry flight test
- Have completed at least 10 hours instrument flight instruction of which up to five may be in a simulator
- Have completed 20 hours cross-country flight time as PIC of aeroplanes including a cross country flight of 540km (300nm) with full-stop landings at two other aerodromes
- Pass a specific pre-entry flight test within the six months preceding the start of the course

## PPL GROUND EXAMS GO ONLINE

The CAA have now moved all PPL ground exams, except for the Multi-engine and IMC (IRR) exams, online. The learning objectives for each subject can be found at <https://www.caa.co.uk/General-aviation/Pilot-licences/Training-organisations/PPL-e-exams/>

CFI Jon Onsloe says: "We are finding the pass rate is a lot lower than it previously was. This is due to students using apps that try to give them an idea of the questions that

are being asked. These apps have no idea of the thousands of new questions that have been written and are not an effective way to pass the exam, or obtain the knowledge required to become a pilot.

"We have set up a website to assist in learning the course material. The website also has progress tests and mock exams to help you understand if you are ready to take an exam. The cost is £10 per month, per subject. the website can be found at <https://www.sfc.ground-school.online/> Should you fail an exam four times you will be required to take all the exams again, and only may start to do so once we have put additional training in place for you.

Reminder: PPL students should be doing approximately one ground exam for every 5 hours of flight training.

## UNIVERSITY STUDENTS REACH FOR THE SKIES

**Students from Bucks New University are now training as pilots at Stapleford as part of their Air Transportation degree courses.**

The first group of 12 students started their PPL flight training with Stapleford in October 2020. They combined their practical flight training with the theoretical knowledge element, which was delivered as lectures pre-recorded by Stapleford instructors. This was coupled with live online tutorial sessions for each subject, where students had the opportunity to resolve any issues or gaps in knowledge with an instructor.



JERMAINE ABBOTT, A BUCKS NEW UNIVERSITY STUDENT AFTER HIS FIRST SOLO

Some of the students have now finished the PPL course, with the rest due to finish shortly. Several students from the first group are also due to join Stapleford's next ATPL Theoretical Knowledge course, commencing this month. A second group of eight students started their training in February and some of them have now reached the solo stage.

## ON THE MAP

Before you venture forth to explore the UK skies, do not forget to purchase your 2021 Southern England and Wales Chart. Charts are available at Reception for £15.99.

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