



## SUCCESS FOR SAM

**In less than a year from completing his professional training at Stapleford, Sam Larrosa will be heading for Heathrow to join British Airways and begin his type rating to fly the Airbus A320.**

From an early age Sam was always determined on a career in flying. He achieved his PPL and hour-building back home in Liverpool, before coming to Stapleford to complete his professional training. "I was ready for a change of scene and to try some new challenges."



SAM ABOARD A STAPLEFORD DA42

Sam has no regrets about choosing Stapleford, the main attraction for him being the ability to train full-time and live on-site. "It was quite the move for me having lived and worked back up North, but living on the airfield allowed me to meet so many like-minded people who I still keep in contact with. I was particularly attracted to the idea of doing my Multi-engine Instrument Rating (ME/IR) in the Diamond DA42, and to complete my training in good time".

After completing his professional training in October, Sam returned to Merseyside to take up an Aerial Survey job with Ravenair based at his former training base. Currently he is flying the Partenavia P68 and is back on analogue instruments.

"It's mostly about mapping and environmental work and involves a good mix of VFR and IFR flying in complex airspace across the UK and Ireland. It's been great fun being able to do some proper grassroots flying in an older style MEP aircraft, before moving on to fly something more advanced in the airlines", says Sam.

While enjoying his current aerial survey work, Sam was very actively surveying the pilot jobs market. In November he applied to British Airways and was accepted earlier this year. "After a long application process, I was delighted to hear I had been accepted. I can't wait to get started with my type rating in August, and to get flying all over Europe and beyond."

"I must say a great thank you to everyone at Stapleford for their help during my training and for playing a key part in where I have got to today".

### MAINTAINING HISTORIC LINKS BETWEEN BA AND STAPLEFORD

Sam is one of a number of Stapleford alumni who have been successful in securing jobs with BA in the past 18 months, celebrating historic links between Stapleford and BA, dating back to the 1930s.

Other Stapleford-trained pilots joining BA are: Harry Holmes, Sam Tyler, Yuri Brown, Jaspal Nandra, James Greenwood, Bradley Short, Warren Dickson, Gareth Norman, Stuart Lemon, Benan Gokcimen and Chris Moore.

Stapleford's links with BA date back to 1934. Hillman's Airways, established by Essex coach operator, Henry Hillman, operated its first flights in December 1931 from Romford with a popular service between Romford and Clacton. By 1934, the airline was running regular flights to Ostend and Brussels.



JASPAL NANDRA

On 1 Jun 1934, Hillman's Airways moved its base from Romford to Stapleford Tawney as it was then known and commercial flights to the Isle of Man and Belfast began a month later. Other new routes followed.

Within a year Hillman's Airways had merged with Spartan Airlines and United Airways to become the embryonic British Airways Ltd. In 1936 Stapleford's golden era of passenger travel ended when the airline's operations moved to Heston.

## FLY-OUTS OFF TO A FLYING START

Five of Stapleford's fleet of PA 28s took to the clear blue skies on April 29 heading for Le Touquet in near perfect flying conditions, with eight pilots sharing the flying, two instructors providing cross-channel checks and three passengers enjoying the spectacular coastal views and some French cuisine.

This was the first Stapleford fly-out of the season and there was an excellent response from a large and enthusiastic group of fly-outers, especially from those experiencing flying cross-channel for the first time. And even for those seasoned flyers – one of whom was marking 20 years since flying to Le Touquet for the first time – this trip was a particularly good one.

There was an enthusiastic take-up from the more energetic fly-outers of the opportunity to hire bicycles to pedal into the town for lunch. Others chose to walk across the Canche estuary to sample the culinary delights of Etaples' fish restaurants, with a diversion into the Carrefour supermarket close to the airport to pick up some local produce.



Stapleford's monthly programme of fly-outs is led by Stapleford Instructor, Ed Gorbans, who provides briefings on the necessary paperwork, and flight planning for the benefit of new and seasoned fly-outers. He organises the aeroplanes and crews and liaises with the destination airports. His brilliant organisation of the Le Touquet trip was much appreciated by all of us lucky enough to participate.

From a pilot's point of view fly-outs to destinations across the Channel in France, Belgium and Holland, offer invaluable experience in preparing and filing the requisite

Flight Plans and General Aviation Report (GAR) customs forms, as well as obtaining zone clearances, crossing FIR boundaries (mid-Channel) and dealing with the idiosyncrasies of French Air Traffic Controllers.

Weather permitting it is hoped that the next fly-out will be on May 26 to Deauville. Other possible cross-channel destinations include Rouen, Le Havre or Caen, Midden Zeeland in Holland, as well as such UK possibilities as Cardiff or Leeds East.

In the event of weather problems every effort will be made to find an alternative destination in the UK if necessary. Life jackets required for cross-channel trips can be hired from Reception at Stapleford.



If you are interested in signing up for fly-outs contact Ed Gorbans at: [flyoutssfc@gmail.com](mailto:flyoutssfc@gmail.com) or call Stapleford Reception: 01708 688380

## CHANGES TO GAR FORM FILING

For the first time Stapleford Fly-outers were having to cope with a somewhat different system for filing GAR forms. Hitherto it has been possible to use SkyDemon for the preparation of GAR forms using information from PLOGs, with additional passport details of crew members. SkyDemon subscribers are no longer able to file GARs through this SkyDemon service.

Since April, SkyDemon has been redirecting pilots to the sGAR Government website when they try to use the SkyDemon system for GAR forms. Currently SkyDemon is not able to pre-populate the GAR form with the details of the flight planned. SkyDemon has made representations to Border Force about this.

Many pilots planning cross-channel flights and familiar with the SkyDemon GAR system find the new sGAR system is more cumbersome and prone to errors. Pilots are encouraged to email [GARsupport@homeoffice.gov.uk](mailto:GARsupport@homeoffice.gov.uk) to give feedback and suggest that SkyDemon and Border Force should get together to re-introduce sGAR into the SkyDemon system.

It is currently necessary to register on the Government website to file the GAR form and obtain approval for passengers listed. To register go to: <https://www.submit-general-aviation-report.service.gov.uk/>

## SAFETY MATTERS: AVOID THOUGHTLESS ERRORS

In each issue of *Take Off* the spotlight will focus on reported incidents which compromise safety and could be a threat to pilots and passengers or cause damage to aeroplanes.

Head of Training, Colin Dobney highlights some of the avoidable errors which have come to light on the Aviation Safety Reports (ASRs) received. "Some resulted from thoughtlessness, and others by lack of attention to the club's requirements as set out in the Flying Order Book. Some of these issues come up time and time again.

"It is a requirement for all our flying club members to read the Flying Order Book. By renewing their membership pilots are signing up to having read it. Many of these errors could have been avoided as they are covered in the Flying Order Book. Others are caused by thoughtlessness and lack of consideration."

It is essential that pilots should report any incident on the ground or in the air. Reports can be submitted to the Safety Manager via Reception or by using the QR code. This enables lessons to be learnt and remedial action to be taken if needed.



**Case 1: The Tecnam Tie Downs:** A pilot reports picking up the Tecnam from the Hangar, starting up and taxiing it to the Tecnam stands where one spot was occupied with a tied-down aircraft. Approaching the unoccupied stand the pilot noted

that tie-downs were attached to the ground points that would align with the left wing and tail of the aircraft when parked facing towards 10/28.

Although the ropes were attached, they could still be blown around by propwash or be picked up by a propeller if someone were to taxi over them. This demonstrates lack of care by whoever had untied whichever Tecnam had been parked there previously. Pilots should be more rigorous in their ground handling including securing any tie-downs and covers associated with an aircraft.

**Case 2:** A Cessna 152 was returned with only 30 minutes of fuel left in the tanks instead of the required one hour's reserve. The PPL holder had flown for 3.5 hours.

The Flying Order Book specifically states: (Reference: 6.2.12): *Before any flight in a Club aircraft, the pilot-in-command must ensure that sufficient fuel is carried for the duration of the intended flight, plus ONE-HOUR RESERVE. A visual or dipstick check must be carried out whenever possible due to the possible inaccuracy of the fuel gauges.*

**Case 3:** During inspection of a C152, a number of loose articles were noted in the luggage area, including three discarded AA batteries, presumably from an ANC headset. Loose articles pose a risk to aircraft occupants and could potentially cause control restrictions.

## EYES ON THE SKY – FEET ON THE GROUND

**Shaun Eason, Stapleford's Chief Theoretical Knowledge Instructor sets out what's required at ground level for tomorrow's airline pilots:**

As well as offering a great sociable atmosphere, flying lessons and aircraft hire, Stapleford Flight Centre delivers two Airline Transport Pilot Licence Ground School courses per year, one starting in September and one in January.

Stapleford offers both UK ATPL and EASA courses which attract students from across the world. On the current course there are students from Spain, Italy, China and the Philippines as well as the UK.

The course is an essential requirement prior to starting your commercial pilots' licence and associated ratings. It comprises 13 examined subjects which candidates must pass at 75% or better.

The subjects include Air Law, Meteorology, General Navigation, Human Performance and Limitations, Principles of Flight, Performance, Radio Nav, Instruments, Operational Procedures, Aircraft General Knowledge, Flight Planning, Mass and Balance, and Comms.



THE ATPL GROUND SCHOOL COHORT

The course is full-time, lasts eight months and is considered very intensive but also very rewarding if you successfully complete it and pass the exams. As part of the course, students are encouraged to work together in teams on problem-solving tasks and make key decisions with regards to these tasks.

It's not just about studying but also how you can work as both a leader and part of a team. This is what is known as the KSA, (Knowledge, Skills and Attitude) assessment. Technically, this is the 14th exam which you need to pass as well. This is an in-house assessment conducted by the Theoretical Knowledge instructor team.

## Pre-Course Requirements

Pre-course requirements are to hold a PPL (unless you choose the integrated route) and a good standard of knowledge with regard to Maths and Physics. There is a pre-ATPL groundschool course for Maths and Physics, with an assessment which has a pass mark of 75%. You will need to pass this. The general standard for this is a GCSE Maths and Physics ability level.

We do get people from all walks of life and age undertaking the ground school course. You might be 18 years old and just leaving school or 38 years old looking for a career change. It doesn't matter as long as you're keen and meet the criteria.

Lifelong friendships are often established and nearly all of our graduates are successful in securing airline jobs.

Instructors for the groundschool course are existing airfield instructors, airline pilots, chief pilots and ground staff depending on the subject taught. We have a wealth of talent in stock at Stapleford to teach and deliver a quality course.

So what can I do to prepare for ground school? Begin reading up for a start. Take a regular interest in aviation weather and interpretation of charts. Get more knowledgeable with regard to navigation and using Met forms and the CRP 5 "Whizz Wheel". Talk to people who have done the course, especially instructors. You are always very welcome to come and talk to us about the course.

**If you are interested in joining any of our ground school courses then the best person to approach is Helen Ayres, Commercial Course Coordinator: [commercial@flsfc.com](mailto:commercial@flsfc.com)**

## THE PILOT CAREERS LIVE

The Stapleford crew was out in full at Heathrow on April 20 for the Pilot Careers Live event. Led by Head of Training Colin Dobney, the Stapleford team included Stuart Dann, Deputy Head of Training; Shaun Eason, Head of Theoretical Knowledge; Aziz Hameed, Compliance Manager and Helen Ayres, Commercial Coordinator. They were joined by students, Parsa Motlagh, now a Flight Instructor, Louis Willcocks and Holly Thompson.

## LADIES WHO FLY IN FOR LUNCH

There were rare blue skies and gentle breezes to welcome 11 members of the British Women Pilots' Association (BWPA) Essex and Herts group when they arrived for a get-together in the Stapleford Clubhouse on Easter Saturday (March 30).

It was a great flying day so two aircraft flew in - a Robin 200 from Earls Colne and a Cessna 172 from North Weald, Two Stapleford pilots in a PA 28 returned from a

land-away at Little Staughton in time for the meet-up.

Among those who flew in were Linda Winstanley, who flew in from North Weald. Linda initially trained at Stapleford and is proud owner of the beautiful C172, G-CSCS, which had previously belonged to Cheryl Sullivan and was a familiar presence at Stapleford.



: AMINA AND RACHEL GREETED BY AMY

Amina Waheed who got her PPL last year and her passenger Rachel Chester, now a PPL student flew in from Earls Colne in the Robin. Amina is a GP who enjoys the challenge of flying. She would love to be a flying doctor or work in a medical career in aviation.

Among the Stapleford "home team" was BWPA Chairwoman, Sharon Nicholson along with fellow Stapleford Instructor, Sue Royse and regional co-ordinator, Amy Chau.

**For further information about the British Women Pilots' Association Essex and Herts branch contact Amy Chau, co-ordinator: [chauamy@btinternet.com](mailto:chauamy@btinternet.com)**

## SUCCESS STORIES

**Congratulations to all students who have recently flown their first solo, and to those who have achieved their PPL.**

### FIRST SOLO

Shabbir Afzal, Peter Kurajda, Ummayah Nazeer, Paul Citulski.

### SKILL TEST

Richard Gaudion, Ernesta Kosys, Denis Kupriianov, Anthony Marfo, Harry Thomas.

**CORRECTION:** In the last issue of *Take Off*, ATZs were wrongly described as Air Traffic Zones. An ATZ is an Aerodrome Traffic Zone.

*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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