



THE SKY AT NIGHT

Night Rating Instructor Shaun Eason invites Stapleford pilots to experience the London lights and get a night rating

Usually at this time of year we think of the shortened days and the restrictions this has on our passion for flying. But have you ever thought of flying at night by undertaking a course in night flying?

Flying at night is great fun and a world apart from daytime flying. There is a peace that comes from taking off and climbing into the night sky looking across London at the bright lights of our city. Stapleford offers a night flying rating. The courses run from November to the end of March.

The requirements for gaining a night rating are as follows:

- At least 5 hours total time flying at night
- 3 hours minimum with an instructor
- 5 take offs and full stop landings as sole operator of the controls (solo flight)
- A dual cross-country navigation of at least 27 nm (50km) at night.

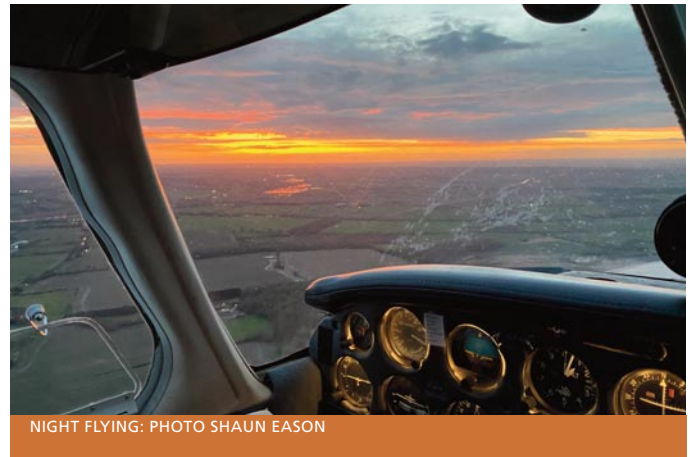
There is no test at the end of the course but you must have satisfied the instructor that you are competent to fly at night.

Undertaking a night rating certainly makes you a better and safer pilot. Getting caught out returning to the airfield in winter months with darkness falling means you are prepared and able to cope. The skills gained from the course also make you more accurate in your piloting skills. Extra special preparation and care is required to fly at night. Landing at night can only be described as exciting and challenging. When you land in the dark solo there is no better sense of achievement. Navigational skills become more accurate too. You really need to be aware of your position and route.

The rating lasts the life of the license. However, you must keep it current. You can do this yourself. The requirements for night flying once a rating has been obtained are set out below:

A pilot may only fly as pilot in command of such an aeroplane carrying passengers if:

- (i) within the preceding 90 days the holder has made at least three take-offs



NIGHT FLYING: PHOTO SHAUN EASON

and three landings as the sole manipulator of the controls of an aeroplane of the same type or class; and
(ii) if such a flight is to be carried out at night and the license does not include an instrument rating (aeroplane), at least one of those take-offs and landings has been at night.

PPLs/club members with a night rating are advised to get a night flying check out with an instructor before hiring at the beginning of the night flying season.

Night rating courses at Stapleford run from November to the end of March. The 5-hour course costs £1,095 in a C152 or a Tecnam; £1,235 in a PA28 or C172. Should extra hours be required the hourly rate is £219 in a C152 or Tecnam; £247 in a PA28 or C172. For further information and to make a booking contact Stapleford Reception: 01708 688380.

TRIBUTES PAID TO GERRY MACRO

Stapleford pilots young and old pay tributes to Gerry Macro, following his recent death



For more than 30 years Gerran Aviation, Gerry's shop at Stapleford was the go-to place for essential pilot equipment – charts, logbooks, plotters, training manuals, as well as gifts and sweet treats and much more.

Instructors, club members, students alike would call in for a chat, for aviation gossip and for Gerry's avuncular advice especially when we were less than happy with our performance aloft or our landings.

Tributes poured in following his death this autumn.

Gerry has been described by his flying friends as “wise, kind, and very sociable – a really nice man”. He had a great sense of humour and plenty of good anecdotes to share. He and his wife Jan were well known and well liked at Stapleford. Many of us would drop by for a chat even when we didn’t need a new chart – or a choc ice.

Gerry was an experienced pilot, who had had a share in a PA 28. When he retired from his job in the motor trade, he opened his shop, Gerran Aviation, which he continued to operate up to a couple of years ago. But it became much more than a shop and it established a reputation which extended beyond Stapleford.

Essential pilot supplies such as charts, plotters, logbooks, continue to be available to purchase at Reception, but Gerry’s friendly face is much missed.

FIT TO FLY

Advice for pilots from Aviation Medical Examiner (AME) Dr Cemali Aksogut on staying fit to fly and seeking help with medical issues



CEM AKSOGUT

AME’s are here to help you to continue to enjoy your flying safely. When problems are identified we AME’s can help and advise you on how best to regain your medical. Regular medicals are a particularly good way of getting a health check-up. Flying provides an incentive for staying fit

and active and living a healthy lifestyle. If problems arise notify your AME. We are here to help. Don’t fly with health problems – you could lose your licence or worse be involved in an accident you may not walk away from.

The medical certificates issued all have a MED.A.020 section containing information on the sensitive subject of decrease in medical fitness and disclosure of change in health status. Understandably, pilots can be hesitant to come forward and discuss issues which potentially could ground them for a period or even render them permanently unfit.

Going through the process of recovery, having assessments and reports written up and waiting for case referral outcome from the CAA can be a lengthy and costly affair. This inevitably can create a perception of an AME as someone who is just looking for an opportunity to ground you.

Having interacted with other AMEs, this is not my perception of my peers. In fact, quite the opposite, the most obvious cases are those where something got picked up in a medical which in the end resulted

in saving someone’s life or preventing an underlying process which would have resulted in significant illness or disability later in life.

For me personally, as a doctor and an AME, a pilot’s well-being is just as important as making sure they are fit to exercise the privileges of their licence. I encourage healthy living by giving health advice as appropriate during the medicals. In cases where there are problems, my role is to try and help the pilot to gain their fit status again using guidance from the CAA. So, it is not just a “you are grounded, here is some paperwork and goodbye.” It is “let’s see if we can find a way to make you fit.” The answer is not always obvious or easy. And sometimes there is no good or straightforward answer.

If there is any significant change to your health, I would highly recommend you discuss this with your AME. At the end of the day it is your health and safety which matters most. I am confident your loved ones would feel the same and would not want you to put yourself in any unnecessary risk.

It can be tempting to think “I am fine, I know myself.” But can you really be objective about your own health and fitness? Can you really be sure that your own perception of your health and fitness is not skewed by your love of flying or sometimes the pressure of keeping current? There is a good reason why doctors are not allowed to treat themselves or their family. It is because they cannot truly be objective in their decisions. Can we say the same when we make the decision not to disclose and continue flying until the next medical?

Dr Cem conducts CAA Class 2 medicals at Stapleford, Southend and in Edmonton. To make an appointment or to seek advice on medical issues contact him on: 07980 138864; cemali@doctors.org.uk

UK or EURO COURSES?



ATPL STUDENTS ON COURSE 14. PHOTO RICHARD PIETZ

Richard Pietz, Chief Theoretical Knowledge Instructor provides an update on Stapleford’s professional ground school training options

As Stapleford is a dual Approved Training Organisation (ATO) able to provide ATPL course delivery for the UK CAA as well as EASA, our students are provided with the freedom of choosing whether to sit exams with one authority or even both.

We have links with an EASA exam centre based at the University of West London which facilitate the EASA exams for us under the approval of Austro Control.

In 2020 the ATPL syllabus changed, reducing the number of formally assessed exams to 13 while a new subject was introduced. The new subject, Knowledge, Skills and Attitudes (KSA) now forms the 14th ATPL subject. It is assessed by the ATO, in-house by approved KSA assessors. KSA focuses on the 'soft skills' of communication, interpersonal interactions and cooperation in group tasks and runs through the entire course.

This means that students are constantly being assessed on their KSA during lessons and more formally in a variety of tasks and exercises created to bring to the fore each of the required learning objectives. KSA also requires students to pass a mental maths exam to demonstrate their knowledge and skills.

Our ATPL courses typically run twice a year with courses starting in January and September, but due to COVID19 we started our January course this year in late May, meaning we have a greater overlap in 2021 with courses continually running until early summer 2022.

Our next course starts on January 10th and is quickly filling up with limited places remaining.

Course 14 - the first of the "new" syllabus started May 2021 and finishes January 2022.

Course 15 - started September 2021 and will finish April 2022.

Course 16 - begins on 10 January 2022.

For further information about Stapleford's ATPL Theoretical Knowledge courses contact: commercial@flysfc.com

SUCCESS STORIES



MICKEY MORRIS, FIRST SOLO

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:

Mark Adolphus, Abhinav Balaji, Avi Diego Chait, Alvin Chun Wa, Amir Hadzipasic, Imtiaz Khan, Balint Kulcsar, Jake Lloyd, Ellis Madden, Mickey Morris, Igor Soarez, David Trown.

Skills Test:

Iesa Abudlali, Jermaine Abbott, Giliani Bazili, Sam Bell, Marcus Bihlerl, Oliver Hewins, Isha Hussain, Ewan Jones, Ng Ka, Ayash Kharel, Sandor Kovacs, Michael Leadbeater, James Leaman, Rumeed Qaiser, Mark Seeley, Keanu "Ziggy" Wamae, Dymitr Wierowski, Youcef Zitouche.

MAKING THE MOST OF MOVING MAPS

Fly-outs organiser James Lee describes the advantages of navigating with moving maps and provides training opportunities in how to make the most of your SkyDemon



The last time most of us used a PLOG to navigate would have been on our PPL/CPL Skills Test and it would have probably been somewhere around Chelmsford and Colchester. Keeping those chart-based skills is still very important but the reality is almost all of us are using some sort of moving map for navigation.

As controlled airspace in the UK becomes more and more commonplace, there are more and more opportunities to become an infringement statistic, hence why we all rely on the moving map to keep us out of trouble.

There are quite a few on the market, Runway HD and ForeFlight, but the most popular in the UK is SkyDemon. When it came out way back in 2009 it was a game

changer for GA pilots regarding use and cost. As the years have passed SkyDemon has improved to become such a great asset for GA pilots with it now being able to do more than most are aware of.

It can help tremendously with the planning of trips and routes with the information you need to make your expedition go smoothly and as safely as possible. In flight it can reduce the cockpit workload and give you that security at your fingertips of not being geographically embarrassed.

Used correctly and within its limits SkyDemon is a great tool but we must remember that it is a tool that should be used accordingly. It is on an electronic device and they are susceptible to not working as they should do, whether that be due to overheating, lack of battery power, loss of signal or bad planning. It is wise to carry a back-up device and have a chart handy.

I have been using SkyDemon for over eight years in the UK and in Europe and would consider myself fairly proficient in its efficient and safe use. I keep up to date with its new features and I am always looking at how to get the best from it.

I will be running SkyDemon lessons at Stapleford over the coming winter months, both at the weekends and during the weekday evenings. The lesson duration is about 2.5 hours and includes how to set it up to work best for you, route planning, how to make an en-route change/diversion, filing a Flight Plan and many other useful tips that will make your flying more enjoyable.

If you are interested in attending one of these lessons, please contact James Lee on flyoutssfc@gmail.com or 07922614607.

VISH SEUNARINE

Kiran Seunarine pays tribute to his late father, Vishwanath, who died in October. Following in their father's footsteps, Kiran and his brother, Krishna achieved their PPLs

Vish was a member of Stapleford since 2010. He was well known at the club. He seemed to make new friends every time he came to Stapleford and seemed to light up the room with his presence. I know he will be missed by many.

For as long as he could remember, Vish had always wanted to fly. He told me how as a child he had intended to build his own aircraft. He had planned to power the prop by stretching the inner tube of a car tyre along the length of the fuselage and winding it up. At no point did he think about what would happen once he was airborne! Fortunately his plan never worked out, but he did realise his dream of being a pilot when he was awarded with his PPL in 1980.



VISH ON A TRIP TO EARLS COLNE

Like any good pilot, my dad never stopped learning. His most recent endeavour was when he started training to fly the autogyro (the "egg whisk") at the age of 74. He thought the autogyro was a thrilling machine and thoroughly enjoyed every minute of it. He had always hoped to fly into Stapleford, but sadly it wasn't meant to be.

His love of aviation was infectious and rubbed off on many of his friends. I heard stories of his friends quitting their jobs and either joining the airlines or buying flying clubs having experienced general aviation with him! Of course, his family was not immune from his passion for flying. My brother Krishna and I both obtained our PPLs at the end of 2011. Krishna did his training in Fife and went on to become a glider instructor for the Air Cadets. I trained here at Stapleford with Sue Royse. Sue became a good friend of ours and flew with my dad on numerous occasions.

I have many fond memories of flying from Stapleford with my dad. We went on many trips over the years and made lots of good friends at the club. Sometimes we spent more time drinking tea in the clubhouse than we did flying, but that was ok. We always received such a warm reception from everyone; we always felt that we were at home. I'm thankful to everyone for the happy memories – they will always be cherished

CHRISTMAS GIFTS TAKE FLIGHT

When it comes to Christmas shopping don't forget that Stapleford has a great range of gifts available for the pilot and wannabe pilots of all ages.

Many of us pilots got hooked on flying with a trial lesson given as a birthday or Christmas present. A 30-minute trial lesson in a C152 costs £94.50 sent as an email of £94.50; £102 for a gift voucher). A 60-minute trial lesson costs £189. And for an extra thrill, a 20-minute aerobatic flight costs £135 (£138.95 as a voucher). There is also an opportunity to try your hand at flying a business jet in the cockpit simulator (£69 for 30 minutes; £120 for 60 minutes).

And don't forget that irresistible little Pilot Bear, Stapleford Ted (£9.49).

For further information go to: www.flyingpresents.co.uk or call Stapleford Reception on 01708 688380.

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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