



TWINS YOGAN AND YOVEN RATED SIMULTANEOUSLY STAPLEFORD'S FIRST STUDENT TWINS

The Stapleford staff team could be forgiven for thinking they were seeing double, when identical twins Yogan and Yoven Camalapen began their training to be professional pilots, soloed the same day and then achieved their PPLs the same day.



YOGAN AND YOVEN CAMALAPEN ALONGSIDE THE DA42 TWINSTAR

Yogan and Yoven are the first twins to train at Stapleford. They have just celebrated their 20th birthday and have embarked on the ATPL ground school course. Next up hour building then CPL rating and onwards towards a professional career in flying.

From an early age they were both determined to become airline pilots and this ambition was reinforced while they were in the Air Cadets. They come from Ilford and are living at home while they do their training – “to save money for our parents”.

At Stapleford they shared the same instructor, Shaun Eason, and their skills test examiner was Rob Forster. Shaun, who is Stapleford's Chief Theoretical Knowledge Instructor, admits that instructing twins was a challenge: “Although identical, Yoven and Yogan are unique in their own way. They have done really well. It's difficult instructing twins, but they're great lads. They are focussed and driven.”

If there is still any confusion about which twin is which, perhaps they should revert to a ploy from their school days: “We wore a label round our necks at school to avoid confusion.” said Yoven – or was it Yogan?

So far each of their achievements – first solo; solo cross-country qualifier, and skill test - have been

simultaneous with the same success rate. Both now admit to being “a bit competitive” when it comes to marks in their ground school exams. For the time being they are focussing on their ATPL ground school courses but “We can't wait to get back in the air to do some hour building.”

OTHER 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:

Andy Aboubakari, Louis Bertuzzo, Omar Dawaba, Cavan Day-Lewis, Darren Foulkes, Alexis Ghibaud, Jack Heskett, Jonathan Looi, Ryan Parry, Marios Roumanis, Ankita Thakerar

SKILL TESTS

Ilias Ahrazem, Courtney Broni, Yogan Camalapen, Yoven Camalapen, Nabeel Shahzada, Emily Tunney, Tianran Zhao

MYSTERY SOLVED – STRANGE STRUCTURE IS A WORK OF ART

Pilots flying downwind for runway 21 have been somewhat disorientated when they spotted a new structure resembling Stonehenge and could be forgiven for momentarily thinking they were off course. All is now revealed:

Presented with the challenge of identifying the mystery structure, Stapleford pilots, Amy Chau and Sue Rose (Take Off Editor) set off at ground level and discovered the concrete “henge” located at Navestock on a public right of way, close to Jenkins Farm airstrip on Murthing Lane and adjacent to the M25. Researches revealed it to be a concrete artwork, *Unhinged*, created by Joe McNamara at a cost of £250,000 as a warning about climate change.

The structure of concrete blocks is orientated so the midday sun on the winter solstice directly hits a central monolith, which features an image of Queen Elizabeth II. It has an outer ring of 30 vertical blocks, bridged by 30 lintels. There is a semi-circle within the outer circle, made of 10 shorter pillars and nine horizontal lintels.



THE HENGE ESPIED FROM 1200 FT ON DOWNWIND. PHOTO: JON ONSLOE

The centrepiece represents an hourglass and has SOS written in Morse code on the ground.

The artwork has been allowed to stay in situ for 18 months. Brentwood Borough Council has allowed time for *Unhanged* to be entered for the Turner Prize art competition. According to the artist, Joe McNamara: "What it's about climate change. It's Stonehenge on the outside and an hourglass in the middle. The monolith sits on the neck of the hourglass. And that is basically telling us that time is running out in relation to climate change."



THE HENGE AT GROUND LEVEL. PHOTO: AMY CHAU

Unhanged proved to be even more impressive at ground level than from 1,200 ft on downwind, but it could provide an interesting distraction for night-flyers as series of LED lights on the artwork reflects a warming planet.

FLYING IN WINTER – THE PLUSES AND THE MINUSES

Despite shorter flying days, the problems with mud and dangers of ice on the ground and in the air,

there are some advantages for pilots when the clocks go back. Aeroplanes relish cold clear weather but respond badly to ice.

On the plus side aeroplane performance is enhanced by cold clear weather and there is the delight of night flying, enjoying spectacular views of London and the Thames estuary at night. It is well worth adding a Night Rating at Stapleford to your PPL.

The requirements for gaining a night rating include:

- At least 5 hours total time flying at night
- 3 hours minimum with an instructor
- At least 1 hour of cross-country navigation with at least one dual cross-country flight of at least 50 km (27nm)
- 5 solo take offs and full stop landings

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. The rating lasts the life of the licence. However, you must keep it current to carry passengers. The night rating needs to be completed within six months, which means a pilot can't start training in November and complete next November so don't wait – book up now.

Night rating courses at Stapleford run from November to the end of March. The 5-hour course can be in a C152, C172, a Tecnam or a PA 28. For further information and to make a booking contact Stapleford Reception: 01708 688380

On the minus side there is the risk of ice on the ground and in the air. Both pose a serious danger compromising flight surfaces. It is essential to ensure that the aeroplane is thoroughly de-iced and surfaces dried before take-off.

In winter it is worth including de-icers, dry cloths and ice-scrapers (these must be rubber and not hard plastic) in your flight bag. Don't use credit cards etc as these scratch the paint and windows. Rubber squeegees are available in the hanger. Allow plenty of time to take the aeroplane into the hanger to thaw out if necessary. Don't take off with even the smallest amount of ice as this will break down the smooth air flow and hence could lead to a stall.

Starting the aeroplane can be much trickier in cold weather. The key factor in starting an engine is the use of the primer to achieve the right fuel/air mixture to achieve combustion. This is affected by temperature. It needs time to atomise before attempting to start.

When it's cold wait up to two minutes after priming. Pull the primer out slowly and give it time to fill before pushing it in. If the engine doesn't start easily, stop and prime again. Wait for 2 minutes. This time after priming you are going to pump the throttle twice whilst turning the key. Never try to pump the throttle without turning the key as this can lead to an engine fire.

If engine start has not occurred after three ten-second attempts with a pause between each, allow a 5-minute cooling off period, otherwise the starter will overheat and could fail completely.

Landing on runway 21 into a low sun makes approaches very tricky in the late afternoon. Take a baseball cap or visor; delay landing until the sun has moved round. Listen carefully to the radio calls from other pilots in the circuit because they may not be visible.

At Stapleford, as at many airfields with grass runways and taxiways, mud is a perennial problem during the wet winter months. When it is muddy the instruction is "hard surfaces only" on 21/03, and backtracking on runway 21. Remember as you turn on to Final, backtracking traffic has priority.

To avoid getting stuck in the mud, steer clear of obvious boggy areas particularly in the Warrior Park.

For further advice on winter flying refer to the CAA's leaflet on Safety Sense
<https://www.caa.co.uk/general-aviation/safety-topics/winter-flying/>

TWO INSTRUCTORS SAVE FOUR LIVES

The importance of weight and balance calculations before all flights is stressed by CFI Jon Onsloe:

I was alerted by a fellow instructor when he saw four people in a Warrior at the fuel pumps filling up with fuel. Runway 10 was in use as the crosswind on runway 21 was too great. The grass was wet and muddy.

I asked this newly qualified PPL to show me his performance and mass and balance calculations for runway 10. He couldn't. So I then asked him to calculate them.

It was quite clear that he would have hit the trees at the end of the runway. Calculating performance figures is not just for your skill test! It's a vital part of staying alive.

FLY-OUTS: THE LONG AND SHORT OF IT

For Stapleford's fly-outers, a visit to Ostend and Bruges in September was followed by a very short trip to nearby Duxford in October to allow for potentially tricky weather conditions.

Fly-outers are now under new management, with instructor Ed Gorbans in command. A group of seven pilots made the most of clear blue skies to explore the historic city of Bruges in Belgium in late September.

Having landed in Ostend, the group travelled by local bus into the centre of Ostend to pick up a train into Bruges, for sightseeing and lunch, before returning to the airport by tram. It was a thoroughly successful and much enjoyed outing.

However, the weather conditions ahead of storm



Ciaran in late October precluded a scheduled visit to the Isle of Wight. Instead the group of five flyers opted for nearby Duxford and enjoyed the opportunity of visiting the spectacular Air Museum. For two of the group, Tapiwa Ngwena and Courtney Broni, a new PPL, it was a first-time visit to Duxford. Tapiwa was celebrating the first anniversary of getting his PPL at Stapleford:

"It has been an amazing first year since gaining my licence in October 2022. I joined the fly-outs to build confidence and explore further afield. This opened up a whole new world of possibilities and since then I have flown in France, Netherlands, Belgium, Germany, Spain and Zimbabwe.

"My most recent trip to celebrate my anniversary was from the UK to Spain. For this journey I teamed up with Clifford Marker (a former Stapleford pilot), who now runs his own company specialising in adventure flying and hour-building. We flew from Thurrock all the way to Granada via Tours, Saucats, Bordeaux, over the Bay of Biscay and the Pyrenees on our way to Valladolid and Granada, in the south of Spain.

"For now I am happy flying for leisure however I appreciate how continuously improving my pilot skills can be beneficial, so I will be looking to hone my skills and add more ratings to my licence."

Ed is making plans for a short late November fly-out to the Isle of Wight, weather permitting.

Stapleford's regular fly-outs attract newly qualified PPLs seeking to expand their experience, hour-builders and those seeking a cross-channel check. They provide a welcome opportunity to discover new airfields in the UK and across the channel, with the benefit of an experienced instructor to lead the group, provide briefings and advice. It is also an opportunity to buddy up with fellow pilots, to share costs and experience.

Those interested in joining the fly-outs should contact Ed: flyoutssfc@gmail.com or call Stapleford Reception on 01708 688380. Life jackets for cross channel trips can be hired at Reception.

DEFIBRILLATOR FOR STAPLEFORD

Stapleford Flight Centre one of the first GA airfields in England to acquire its own defibrillator, thanks to a bequest made by the late Eric Thurston to the Aeronautical Masonic Lodge, based at Stapleford.

Eric was Stapleford's Chief Flying Instructor from 1984 – 2000 and a legend in General Aviation. When he died two years ago at the venerable age of 101, he left money in his will to the Aeronautical Lodge, of which he was a founder member.

The Lodge members decided that this bequest should be used for purchase of a defibrillator, now installed on the front of the main reception building. It was unveiled by Stapleford's Chief Executive, John Chicken in August.

Martin Sycamore, the Charity Steward of Aeronautical Lodge, suggested the idea of a defibrillator as an appropriate memorial to Eric.

Following the unveiling members of the Lodge were given instruction on the use of the defibrillator.



JOHN CHICKEN UNVEILING THE STAPLEFORD DEFIBRILLATOR

ALEX AIMS HIGH

From small beginnings, flying a micro-light from nearby Willingale, Alexandra (Alex) Tidmas completes her Flight Instructor Course at Stapleford this month and hopes to become a Stapleford Instructor.

Alex comes from Harlow. She originally worked in the Leisure industry. Ten years ago, along with her father and sister, she took up microlight flying as a hobby, and they shared their own flex wing microlight.

"I fell out of love with leisure as a career and with the backing of my family decided to train at Stapleford as a professional pilot. I started on the "zero to hero" integrated course in 2018 but got delayed by Covid restrictions.

"I chose Stapleford because it's such a great place to train, but it was also close enough for me to live at

home. Having flown out of Willingale at around 1,000ft, I was already very familiar with the area as seen from the air. This was a great help with initial nav exercises.

Alex found the integrated course very intensive but thoroughly worthwhile. She has particularly enjoyed the Flight Instructor course, led by Adrian Oliver, and flying alongside her training "buddy", Joe McDonough-Courtney.



ALEX TIDMAS

"The course gives you opportunity to gain extra knowledge and experience as well as the ability to express ideas and communicate effectively with students starting their courses. You never stop learning."

Alex is looking forward to instructing. "What better way to gain flying hours and experience while being paid for it". Ultimately she is attracted to the idea of medical flying or flying for a private owner because of the variety and challenges that would offer. In the meanwhile she is looking forward to the prospect of instructing – hopefully at Stapleford.

The Flight Instructor course is conducted on the single engine aeroplanes and includes 30 hours flying, 25 with an instructor, five hours may be mutual with another student. The course starts on a PA28 then moves to a c152, which is the test aircraft. Prerequisites for the FI course includes 30 hours SEP, five in last six months before the course starts; to hold a CPL or PPL with 200 hours flight time (150hrs PIC); 360nm cross country flight and CPL exams.

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For further information about the Flight Instructor Course contact Adrian Oliver at: FIC@flysf.com

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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