



## THE GO-TO SCHOOL FOR MODULAR TRAINING

Stapleford’s reputation as “the go-to school” for modular commercial training was reinforced when a top team of instructors and commercial students took a stand at the Pilot Careers Live event at Heathrow at the beginning of November.

The newly designed Stapleford stand attracted attention from airlines including Loganair, Ryanair and Jet2 plus Stapleford alumni and students embarking on a professional training programme.



STAPLEFORD STAND AT PILOT CAREERS LIVE

The Stapleford team attending the event included: Stuart Dann, Deputy Head of Training; Mark Cozzolino, CFI; Aziz Hameed, Compliance Manager; Helen Ayres, Commercial Course Coordinator and Instructor, Parsa Motlagh. They were joined by students: Lewis Attridge, Cameron Gow, Ben Hickmott, Luke Taylor and Holly Thompson.

The reputation of Stapleford for training the professional pilots of tomorrow ensures that there is a very high success rate for students applying for airline jobs. Currently there is a recruitment boom across the profession. Student demand for commercial training at Stapleford including the forthcoming ATPL ground school course, starting in January, remains high.

Deputy Head of Training, Stuart Dann adds. “Thank you to Helen Ayres for her invaluable contribution and to Lewis, Cameron, Luke, Ben and Holly for helping us with the day that was particularly busy and successful. It is an endorsement of the quality of training and the hard work of our experienced Instructor team that airlines represented at the event were sending aspiring pilots of the future to the Stapleford stand.”

## SUMMER HEADS FOR THE CLOUDS

**Summer Ward has picked a good time of year to embark on her instrument (IR/ME) training in the DA42 at Stapleford and with her head in the clouds thoroughly enjoying “entering a complete new world”.**

After finishing her PPL and her ATPL ground school exams at Aviation South West in Exeter, Summer decided to continue her commercial training “somewhere with completely different airspace challenges. I didn’t want to go to one of the larger more impersonal schools. Stapleford was recommended to me. It certainly has ticked all the boxes.”

So earlier in the year 22-year-old Summer moved from Exeter to Essex: “I have really enjoyed the hour-building and my CPL training here. Now I am focussing on the IR/ME course in a vastly different type of aircraft with much more advanced avionics. Previously I had never flown a twin or glass cockpit aircraft.”

Next steps will be the Multi-Crew Cooperation (MCC) course and then job hunting with the airlines. “Stapleford has given me the opportunity to deal with the complex airspace in this area, to transit Gatwick and Stansted zones and to deal with Southend” says Summer.



SUMMER WARD IN THE STAPLEFORD SIMULATOR

She has opted for living nearby in North Weald rather than on site. When she is not flying, Summer relaxes by going for a run or picking up her knitting needles and is currently working on a pair of socks.

**For further information on Stapleford’s Commercial Courses contact Helen Ayres, Commercial Course Coordinator: [commercial@flysfc.com](mailto:commercial@flysfc.com)**

## WINTER WARNINGS

**While aeroplanes relish cold dry conditions, winter does impose limitations that pilots must take into account before taking to the air.**

**Ice:** Ice poses potentially the biggest threat in winter months. Do not consider taking off before the airframe is completely clear of ice and dry. Aircraft must be thoroughly de-iced. Be mindful of outside air temperature in flight and regularly check the airframe for icing which will compromise performance and control surfaces.

In winter, pilots hiring the PA 28s must put on the airframe and pitot cover. These must be replaced after each individual flight considering that flight as last of the day. Covers while not in use are to be stored on the covered hanging racks in the Warrior park. It is essential to protect the cockpit, as the avionics are particularly vulnerable to water damage. Be considerate to other pilots.

**Darkness and Light:** Before taking off on an airborne outing remember that the days are shorter so check the sunset time and plan to be back at Stapleford well before nightfall (officially 30 minutes after sunset). Even with a Night Rating it is essential to be current (at least three take offs and landings within the last 90 days as 'sole manipulator of the controls' at least one conducted at night) before taking passengers.

On a sunny late afternoon visibility on final for runway 21L can be seriously limited. Make sure you carry good sunglasses that are easily accessible and initiate a go-around if necessary. Subject to the wind, an alternative runway can be requested. If necessary be prepared to orbit at a safe height outside the circuit or maintain the circuit pattern at 1200ft altitude and wait for the sun to set or be obscured by cloud cover.

**Mud:** Stapleford, like many airfields with a grass runway and grass taxiways, endures the perennial problem of mud in the wet winter months. Pilots should take particular care when taxiing. "Hard surfaces only" directions requiring back-tracking Runway 21 left can lead to several go-arounds. On final remember that back-tracking aircraft have priority.

The Flying Order Book specifies that when aircraft are backtracking runway 21L after landing, pilots on final should not descend below 400 ft above ground level (agl).

**For further information on flying in winter go to: CAA Safety Sense leaflet (SS03) on Winter Flying and to Stapleford's Flying Order Book.**

## 20 YEARS ON

**This autumn Amy Chau and *Take Off* Editor, Sue Rose celebrated the 20th anniversary of receiving their PPL licences with a couple of circuits on 03 left. Sue reflects on those 20 years and 750 hours of flying and the challenges of continuing to fly in her mid-eighties:**

The day I arrived at Stapleford in May 2002 for a trial lesson, a whole new world opened for me. So, thanks to the ever-patient Stapleford instructors who saw me through my PPL, IMC, Night Rating and PPL+ and to those special friends among my fellow pilots with whom I continue to fly. I can think of no better incentive for keeping mentally and physically active in later life.

Being a member of Stapleford Flying Club has enabled me to fly eight different types of single engine aircraft, from the C152 to the C182, and including PA 28s, the Tecnam, DA 40, the Firefly and the Cub. There have been opportunities to fly an Arrow, a Seneca and the DA42 under supervision, as well as a DR400 at Bergerac Airport. Fly-outs have taken me to the Channel Islands and Scilly Isles for the first time, and enabled me to explore unfamiliar destinations in France, Belgium, Holland and the UK.

Once bitten by the bug, flying becomes an all-consuming passion, as my family would attest! But that has never stopped me packing my pilot licence wherever I travel on holiday and enjoying some unforgettable flying at some rather sophisticated airports from Cannes, Paphos and Christchurch (New Zealand) to some pretty informal American "flying fields" like Newcastle, Indiana, or Bermuda Dunes in Southern California (no ATC, no radio communications, very primitive-looking C172s).



ROB DAVIES AND HIS DOG

Circuits on 03 left was not exactly what Amy and I had planned to mark our 20th anniversary – we had hoped to add to our tally of more than 125 different new airfields apiece. However, a flight with Robert Harston to Bembridge and along the coast to picture-perfect Woodchurch (Kent) in late August serves us well by way of celebration. At Woodchurch we were welcomed by Rob Davies, distinguished RAF aerobatic pilot with his cockapoo, Honey. They showed us round Rob's collection of historic aircraft (a Jodel, RV8, Stearman and a Harvard) and his equally impressive selection of vintage cars.

## Amy's Story

For Amy, the flying bug started in Jan 2003 after having a trial flight at Stapleford. "It was a slow journey for me as I could only fly at weekends, I finally passed my skill test in Oct 2004. Only seven days later I competed in British Women Pilots' Association (BWPA) solo navigation challenge on the theme of Sporting Life."

Amy went on to win four more challenges over the years and she continues to play a continually active role in the BWPA. Since 2006 she has been regional representative for Essex and Herts. "With the BWPA I got involved in various fun aviation activities such as wing walking, gliding, indoor/outdoor skydiving and tandem hang-gliding with the world champion Judy Leden. I was lucky enough to meet some of the inspiring Air Transport Auxiliary pilots, such as Lettice Curtis, Joy Lofthouse and Mary Ellis."

Amy has logged 126 different airfields in the UK and cross-channel and flown C152, C172, PA 28 and Cub at Stapleford and a Harvard at Peterborough Connington.

## Pensioner pilots still going strong

When it comes to landmarks, Amy and I still have a long way to go to emulate some of Stapleford's redoubtable pensioner pilots who are determinedly following in the tradition of the legendary Eric Thurston and keen to share their wisdom and experience with fellow flyers in the Clubhouse.

Take for example Rex Levi who finally hung up his headset last year at the age of 90, having notched up 3,000 hours of flying, including 40 hours in his Lake amphibian in the USA, owned four single-engine aircraft and won more than 50 cups air racing over 40 years. His first air race was in July 1983 and was the Round London race against 46 other aircraft, Rex came 34th racing one of the club's C152s. with Michael Bowl, a pilot with many hours and a member of the club who acted as his navigator. Rex also was navigator for Alan Turner (former Stapleford CFI and examiner) in many races.

I got my Freedom Pass before my PPL. Learning new skills in later life is certainly a challenge, as is staying fit enough to maintain a Class 2 medical.

Undoubtedly with advancing years our reactions are slower, our eyesight while within acceptable limits not as sharp. But instinct and experience do help when problems arise.

When he reached his seventies Rex made it a rule always to fly with a fellow pilot. I now follow his example and I am lucky to have friends with whom to share many an airborne adventure. I am particularly grateful to those instructors ever willing to help me polish up those crosswind landings, among other inadequacies.

Provided you have your medical and recognise your limitations, age is no barrier to continuing to enjoy flying safely. For us older pilots losing a Class 2 medical does not necessarily mean an end to flying. There is always the option of the slightly less rigorous LAPL (Light Aircraft Pilot Licence). The only significant restriction for most hobby pilots is not being able to do a landing or take off outside UK airspace. To overcome that obstacle, opt to fly with an instructor on a cross-channel trip.

## NIGHT LIFE

**Time to experience the sky at night and add another rating. Instructor and Examiner Rob Forster sets out what is needed for a Night Rating:**

As daylight hours reduce our possible flying time why not consider a Night Rating to add to your PPL. NPPL and LAPL holders can also be eligible provided they have completed the basic instrument flight training required for PPL issue. Obtaining a Night Rating is a worthwhile endeavour enhancing your skills and you would experience the unique beauty and tranquillity of night flying which can be a deeply rewarding aspect of aviation. The training focuses on essential night flying topics including:

- Night flying regulations and requirements.
- Basic handling and manoeuvres under night conditions, both on the ground and in the air
- Meteorology and how it changes at night.
- Navigation techniques specific to night operations.
- Dealing with night specific emergency procedures

Your instructor would brief you on all these topics and ensure that you are equipped to prioritize safety with thorough pre-flight planning and risk assessment. The course must be completed within a six-month period and can be conducted in a C152, C172, Tecnam or PA28. The training comprises a minimum of five hours of flight time at night, including at least three hours of dual instruction and one hour of cross-country navigation comprising one dual cross-country flight of at least 50 km (27 NM). Finally you need to demonstrate five solo take-offs and five solo full-stop landings.

Additional options at a little extra cost can include a touch and go at Southend to experience the look and feel of the runway lighting at a major airport.

Once you have completed the course and demonstrated proficiency to your instructor, there is no examination or flight test required and you can apply to the CAA to add the night rating to your licence. The rating lasts for your lifetime although you need to keep current in order to carry passengers.

**Night rating courses at Stapleford run from November to the end of March 2025 when the clocks go forward – to make a booking contact Stapleford Reception on 01708 688380.**

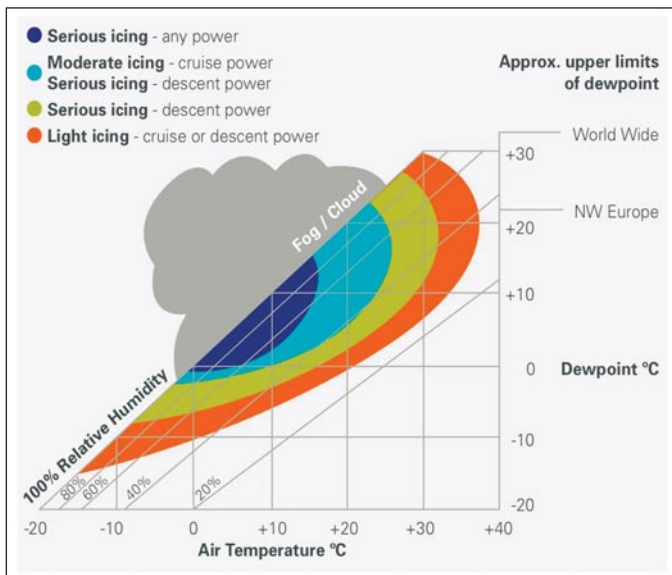
## SAFETY MATTERS

In each issue of *Take Off* we focus on incidents recorded in Stapleford's Aviation Safety Reports (ASRs) which could compromise safety in the air or on the ground, posing a potential threat to pilots and passengers or damage to aircraft.

**Case 1 – Carb Ice:** On a training flight, a student was descending from 2,200ft to 1600ft and when instructed to climb away, there was no response from the engine when the throttle was applied. The pilot-in-command took control, changed the fuel tank, ensured the fuel pump was on and confirmed there was fuel pressure and carb heat selected. When the throttle was slowly advanced to full power less resistance was felt. At 1,200 ft a field was selected for a forced landing, a Mayday call was made and a successful forced landing was made with no discernible damage to the aircraft and no injuries to the crew.

Subsequent inspection revealed no fault with the engine. It appeared that the incident was due to carb icing. All pilots are recommended to revisit the section of Carburettor Ice in the CAA Safety Sense leaflet SS03 on Winter Flying.

**Note to pilots:** Carb ice is not just a winter problem. It will happen at any time of the year and at any temperature when there is too much moisture in the air. (See the diagram). Ensure that carb heat checks on the ground and in the air are carried out regularly and rigorously, every 15 minutes in flight and for not less than 15 seconds to ensure that any ice is cleared. Check for a drop in rpm, any signs of rough running and subsequent increase in rpm.



**Case 2: Airspace infringement and clearances:** To prevent inadvertent airspace infringements pilots must ensure that they have received and acknowledged the appropriate clearances for the zones they are entering and transiting. A pilot who had requested basic service and entry into Southend airspace unintentionally clipped a Southend control zone while assuming that he had been given the appropriate clearance. Pilots must remain outside

controlled airspace until the appropriate clearance is received and acknowledged. If unsure about clearances remain outside controlled airspace and check.

**Case 3: Ground safety:** On the ground safety procedures set out in the Flying Order book should be observed particularly while fuelling aircraft. There has been a case of a mobile phone being used while fuelling and the Master Switch being left on. Subsequently when the aircraft was moved on to the grass it was seen to move forward immediately on engine start, suggesting that neither the brakes were covered or the parking brakes applied.

**In addition:** All pilots are reminded when filling out the Tech Log prior to any flight to list the correct number of passengers. In the event of an emergency Stapleford needs to know how many passengers were on board. This information must be consistent with the number of POB given on the radio when passing your details.



To maintain as safe an environment as possible, pilots are requested to submit a report of any incident on the ground or in the air to Reception or by using the QR code.

## SEP REVALIDATIONS

When PPLs revalidate their SEP rating by experience this is signed off by an Examiner. A copy of the appropriate form (SRG1107 or SRG1157) can either be sent to the CAA by the examiner or the examiner can request that the pilot concerned takes responsibility for sending it to the CAA at [licenceapplications@caa.co.uk](mailto:licenceapplications@caa.co.uk) so that this can be stored on your file. According to the CAA website: "You can also notify us by filling in online form SRG3108 and uploading SRG1157 or SRG1107".

## SUCCESS STORIES

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

**FIRST SOLO:** Jordan Connell, Arsalan Raffique, Louis Slater, Tom Slater, Mykola Soroka.

**SKILL TEST:** Shabbir Afzal, Nazif Duru, Harry Dyer, Hani Freij, Cameron Gow, Jack Heskett, Darrell Kovac, Vitalii Morgan, Fardeen Moniry, Daniel Pearce, Eduard Selariu.



NAZIF DURU, PPL

*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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