



LARA'S RUN OF SUCCESSES

International Triathlon medallist Lara Greggs has just achieved her CPL and her Multi-Engine Rating at Stapleford. She is now moving on to her IR. When she is not flying round the circuit she can be seen running around the perimeter of the airfield to keep fit.

Lara is only 20 years old. She started flying at Eshott in Northumberland at the age of 17 and has already achieved her PPL, Night Rating, and ATPL ground school, before coming to Stapleford to complete her professional pilot training.



LARA GREGGS WITH HER FAVOURITE ARROW (G-BYYO)

Back home she is a part owner of an Airtourer super 150 and local organiser for the British Women Pilots' Association. Since coming to Essex she has linked up with the local branch. "I am keen to help other women who want to take up flying as a career." says Lara.

"I have always wanted to fly. Initially my interest was sparked by travel abroad. I joined the air cadets and would highly recommend this to the younger generation who want to become pilots, says Lara. "You need to be motivated to overcome the hurdles in training."

Previously she achieved gold, silver and bronze medals in her age group as a triathlete at National European and International Aquathlon events.

Lara is relishing the opportunities presented to her at Stapleford. "At first I did find it all a bit of a challenge as I got to know the Arrow for the first time but not as intense as the ATPL ground school. The airspace is so much busier than what I was used

to in the North-east or in Florida where I did my hour-building but I just love the challenge of flying here. Every time I climb into an aeroplane I start smiling!"

She finds it to be a great advantage living at Stapleford in the student accommodation. "It is especially good to be living with enthusiastic students here at the airfield. I can always go and sit in an aeroplane and familiarise myself with the cockpit ahead of flights. This has been particularly helpful as I got to know the Arrow for the first time for my CPL and then DA42 for the Multi Engine course.

When she is not in an aeroplane, Lara is making the most of the opportunities for keeping fit by going for a run around the airfield or working out at a local gym. To her delight she has had the horses in the adjacent fields running alongside her and loves watching the Stapleford hares running around the airfield. "Keeping fit is so important for us pilots."



A STAPLEFORD HARE RUNNING DOWN RUNWAY 03.

"I am really glad I have chosen to train at Stapleford. The instructors and staff are so supportive, the aeroplanes and facilities here are great!"

For information about Integrated and Modular Commercial Courses contact: commercial@flysf.com

SkyDemon TIPS AND TRICKS

Rob Hart from SkyDemon will be at Stapleford to present an evening of Tips and Tricks on September 9.

All pilots are invited to attend the event in the Stapleford Clubhouse from 19.00 – 21.30. Rob will give a briefing on making the most of all SkyDemon has to offer for pilots. This will be followed by a question-and-answer session.

The evening will be a guided self-help introduction to SkyDemon. For new users there will be some pointers for getting started, and for more regular users the chance to share tips and tricks and a chance to learn some of the many features built into this popular navigation system app.

Bring your device to follow through with Rob. The event is open to all pilots from Stapleford and nearby airfields.

Admission is by ticket only. Tickets (£5) are available from Reception: 01708 688380

ED TAKES OVER FLY-OUTS PROGRAMME

Stapleford fly-outers now have a new fly-outs organiser, Ed Gorbans, who takes over from James Lee. His first trip as leader will be a visit to Le Touquet on August 28.

From his CPL through to the Flight Instructor course Ed trained at Stapleford then joined the team of Instructors in 2021. Back home in Latvia Ed was attracted to flying because his father worked for Aeroflot as a radio engineer and as a kid he used to “hang around aeroplanes.”



ED GORBANS

As there were no flight training schools in Latvia he went to Oklahoma to do his PPL at Riverside Flight Center, which happened to be run by a former Stapleford student, Yuri Milner. While doing his ATPL ground school in Bristol he met up with a fellow Latvian, Dmitri Seoutkin

who had also experienced Stapleford’s training and thus Ed had no hesitation in choosing to complete his professional training at Stapleford.

Hitherto Ed has been a PPL instructor. In the autumn he will start CPL instructing. He has much enjoyed taking his students across the channel for their cross-channel checks. On one such trip by chance he met up in Rotterdam with James Lee, fly-outs organiser since 2017. James was planning to leave this summer and invited Ed to take over as fly-outs organiser. He was up for the challenge: “I really enjoy flying cross channel and discovering new places so I am happy to be taking over.

“James has done a great job running such a variety of fly-outs and he has expanded opportunities for hour-builders and those wanting to venture further afield. I got cross-channel checked on one of his fly-outs.

“Initially I plan to start with some short trips to keep the costs down for fly-outers and I am keen to encourage students and new PPLs to join us” says Ed.

Fly-outs will normally be on Mondays with briefings at 08.00 on the day of the flight to assist with pre-flight planning and necessary paperwork like flight plans and GAR forms as required.

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

SAFETY MATTERS

AVOID THE HOT SPOTS

Following a spate of airspace infringements, Safety Manager Oli Colkett is drawing attention to some of the hot spots in the vicinity of Stapleford that have caused problems for pilots.

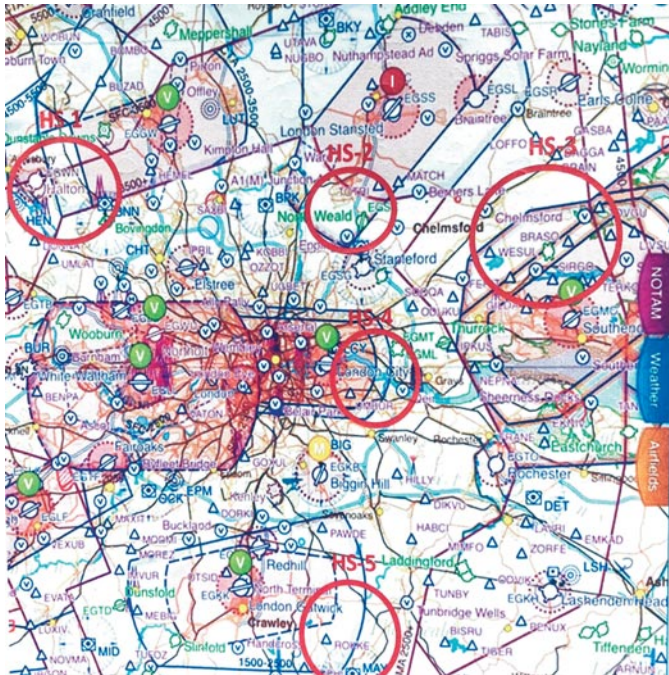
“Don’t be afraid to talk to air traffic controllers to get a service or zone clearance and to seek advice if necessary. They are here to help you. It is also important to make sure your charts are updated so that you are fully aware of any changes to the complicated airspace around Stapleford” says Oli.

Pilots are also urged to make full use of the facilities offered on SkyDemon and to be careful with height holding particularly in bumpy conditions, keeping a minimum of 200 ft below restricted airspace.

The chart illustrates the location of five hot spots:

- **Hot spot 1:** Southwestern corner of Luton zone abutting Halton.
Advice: speak to Luton Radar on 129.550.
- **Hot spot 2:** At the northwest corner of the Stapleford ATZ by the Epping VRP close to North Weald, on the edge of the Stansted TMZ.
Advice: contact Stansted Radar on 120.625.

- **Hot spot 3:** Around Hanningfield to the northwest of Southend (CTA 4).
Advice: Speak to Southend Radar on 130.780.
- **Hot spot 4:** The area around the QE2 Bridge which is very close to London City Airport's CTA.
Advice: Speak to Thames Radar on 132.700/Heathrow Radar on 125.625.
- **Hot spot 5:** The southeastern corner of the Gatwick CTA close to the MAY VOR just south of Crowborough
Advice: Speak to Gatwick Director on 126.825.



In addition attention is drawn to the Challock Gliding site 2 nm northwest of Ashford and the Elstree ATZ, 12 nm to the west of Stapleford.

REPORTING INCIDENTS

Any incident in the air or on the ground that could impact safety should be reported to Oli, who can be contacted at: olivercolkett@flysfc.com or via reception Safety matters can also be raised with Aziz Hamid, who is available Sunday – Thursday each week.

Alternatively use the QR code:



COMMERCIAL STUDENTS COUNTING ON HELEN

Helen Ayres has been appointed Commercial Course Coordinator at Stapleford, having been a familiar face on Reception for the past five years after a career in finance.

"I have always been interested in aeroplanes. My dad, who learnt to fly at Stapleford, took me to air shows when I was young. After my two kids were born I wanted to get back into the workplace and was delighted to land a job at Stapleford.



"Having been taken for a flight in a C152 and in the Pilatus PC 12, I would love to learn to fly one day. But meanwhile I am really enjoying helping and advising the students on the logistics of their training programmes, seeing them through their CPLs, ME, IR, MCC and ATPL ground school."

Her job also involves managing on site accommodation and providing site tours for potential students. She is first port of call for anyone interested in commercial pilot training.

Helen is a "people person," who appreciates working among "flying folk". She particularly enjoys having a good rapport with the instructors on the commercial courses and working alongside Head of Training, Colin Dobney.

For information about Commercial pilot training at Stapleford go to: commercial@flysfc.com or call Helen on 01708 687103

CENTRE OF GRAVITY

CFI Jon Onsloe explains the importance of the position of the centre of gravity in the aircraft and provides some essential reminders to pilots:

As pilots, understanding the centre of gravity is important. Although pilots can calculate its position, not all pilots understand the implications of its position. So let's refresh your knowledge.

We should understand that our wings are providing an up force on our aircraft. However, your elevator,

(or stabilator on a PA28) is providing a downforce on the aircraft. It's pushing down and keeping the nose up! If it were to detach from the airframe the nose would pitch down.

If you put the majority of your weight at the front of the aircraft the elevator needs to push down more to keep the nose up. This has an effect of making the aircraft heavier in flight as the elevator is pushing down more. Heavy aircraft stall at higher speeds, use more fuel, and fly slower.

If you put the weight at the back of the aircraft, the elevator has to provide less downforce and the aircraft has an effect of being lighter in flight.

Now imagine a dart used on a dart board. Where is the weight? It's all at the front. When you put the weight at the front of the aircraft it becomes more stable. It's less likely to deviate from its flight path.

Both weight at the front (more stable) and rear (lighter in flight) are desirable. However, exceeding these limits can have very nasty consequences.

Weight too far forward and you will be too stable. The aircraft may become uncontrollable as any input you make will be ignored by the aircraft as it wants to maintain the same condition before you made the input (stability).

Weight too far back and the aircraft's reduced stability will again make it uncontrollable. Centre of gravity is very important to you and should be calculated prior to every flight.

PPL 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: Ilias Ahrazem, Colin Bryce, Yogan Camalapan, Amy Fenlon, Richard Gaudion, James Shields, Katerina Kasapi, Ernesta Kosys, Teoman Ozdemir, Erik Rotander, Rikesh Shah.

SKILL TEST: Umar Abd-Alghani, Daniel Bird, Jason Grandi, Stephen Hitchen, Charlie Innam, Mickey Morris, Renzie Perez, Asbjorn Riseth, Emma Roberts, Ramtin Saadati, Yusuf Saeed, Owen Wainhouse, Mehdi Yamchi, Michael Yolland.

SHAUN SWITCHES CLASSROOMS

After many years as an Assistant Head Teacher in secondary schools and part-time PPL instructor at Stapleford, Shaun Eason has now taken over as Chief Theoretical Knowledge Instructor (CTKI).

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.

**Stapleford Flight Centre, Stapleford Aerodrome, Stapleford Tawney, Essex RM4 1SJ
Tel 01708 688380 Fax 01708 688421 www.flysfc.com**

Shaun took over from Richard Pietz as CTKI in March and is running the ATPL ground school courses. "I've been at Stapleford since 2006, working initially part time as a PPL instructor. I am now full-time and instruct PPL, CPL, aerobatics and night ratings as well as Upset Prevention and Recovery Training (UPRT).



SHAUN EASON WITH THE FIREFLY

"For the last 30 years I was an Assistant Head Teacher at a variety of secondary schools. I chose to leave school teaching to pursue aviation training full time, something I get a lot more enjoyment out of. It beats working for a living!

"My teaching experience means I'm suitably experienced in teaching methods and supporting strategies to help get the best out of our students."

Stapleford's ATPL ground school runs twice a year in September and January and lasts approximately eight months. The next ATPL ground school starts this September and has 18 students enrolled.

For further information about ATPL ground school courses go to: commercial@flysc.com

DEVELOPING SAFETY STRATEGIES

Stapleford is hosting a Safety Evening presented by the General Aviation Safety Council (GASCO) on 14 September. The event will focus be on how to develop your own safety strategies, plan flights and employ threat and error management.

The event which is free of charge will take place in the Stapleford Clubhouse, starting at 19.30.

For further information contact Penny Hodges: penny@flysc.com; 01708 688380