



## ESSENTIAL READING: THE FLYING ORDER BOOK

### Hands up – when did you last read the Stapleford Flying Order Book?

All pilots renewing their membership of Stapleford Flying Club are now required to sign their membership application to indicate that they have read the recently updated Flying Order Book. This applies when hiring club aircraft, and to those owners of aeroplanes based on the airfield.

Head of Training, Colin Dobney, who is responsible for overseeing safety at Stapleford stresses the importance of keeping up to date with Flying Club rules and safety procedures. "The information contained in the Flying Order Book is built on experience at the airfield and on safety advice from the CAA."

"In updating the Flying Order Book, we have sought to make it more readable and accessible. Based on the experiences and reports back from our pilots we have adapted and updated procedures. It is essential that pilots report problems they encounter so we can take remedial action and adapt procedures."

There is now no excuse not to read the Flying Order Book. It provides a succinct refresher course on safe flying and the idiosyncrasies of the airfield. A printed copy is retained at reception and it is now on the website:

<https://flsfc.com/pdfs/sfc-flying-order-book.pdf>.

The Flying Order book specifically states: *No member or employee of Stapleford Flying Club Ltd shall be absolved from compliance with these Flying Orders or any other relevant notices or regulations because of ignorance of their existence, content or effect. A membership form shall be signed by a pilot and/or passenger before commencing flight in a Stapleford Flying Club Ltd aircraft.*

It is worth noting that: *All Members, Hirers or Employees of Stapleford Flying Club Ltd will indicate their knowledge of the contents of these Flying Orders by signing the signature sheet held in the Operations Department prior to first flying a Stapleford Flying Club Ltd aircraft solo, and thereafter by signing annually or whenever any amendment is introduced whichever is the sooner.*

Colin stresses that it is essential for pilots make a full report on any incident on the ground or in the air

which could compromise safety. Reports can be submitted to the Safety Manager, via Reception or by using the QR code enabling remedial action to be taken.



A recently reported incident at Stapleford illustrated the dangers of unfamiliarity with procedures as set out in the Flying Order Book, which specifically instructs that an approach is not to be continued below 400 ft AGL if

the runway is occupied and a go-around must be commenced.

**A reminder: When muddy conditions require backtracking on 21L, backtracking aircraft do have priority.**

### ROY RETIRES

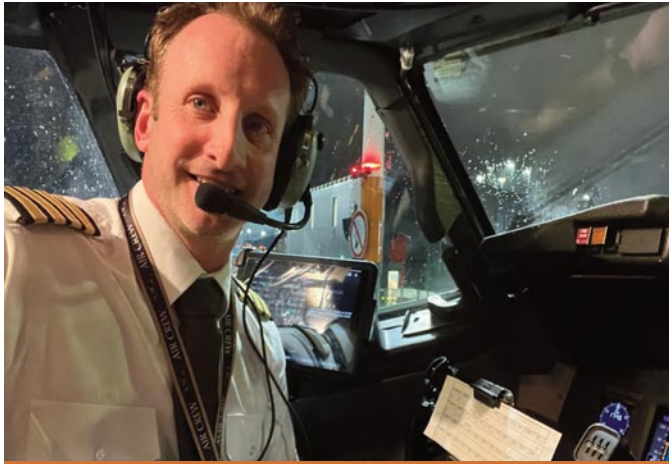
CPL Instructor Roy Copperwaite retired at the end of 2023. He had been an instructor at Stapleford since 2011 and was a regular contributor to *Take Off*, with his *From the Right Seat* columns giving invaluable advice to us pilots. He has been described as "the backbone of our Commercial Training Organisation for a long time and has trained countless pilots who have gone on to work in airlines around the world." He will be much missed by staff and students alike.



ROY ON HIS RETIREMENT ALONGSIDE AN APPROPRIATE BLUE PLAQUE IN THE INSTRUCTORS ROOM. PHOTO: JON ONSLOE

## THE FLYING FORSTER FAMILY

**John Forster, a Captain with Ryanair UK based at Stansted, achieved his command in a minimum 24 months after joining the airline. Hardly surprising when his uncle is Rob Forster, Stapleford senior instructor and examiner, and his dad Graham flies in the C172 (G-BHYR) group based at Stapleford**



CAPTAIN JOHN FORSTER IN THE LEFT SEAT

For John the route to airline captain has been somewhat protracted. He was always keen to fly and was an Air Cadet and in the Air Training Corps before doing a degree in Aerospace Engineering and getting his PPL at Cranfield. He then followed a career in aerospace engineering starting at Marshall Aerospace in Cambridge.

While continuing the day job John took the slow modular route to commercial flying and got his ATPL ground school by distance learning, before coming to Stapleford to do his CPL training with his Uncle Rob.

Then followed ten years of instructing at Andrewsfield on Saturdays while working for Lockheed Martin and enjoying annual flying trips to Europe with his dad, flying G-BHYR, alongside Rob flying in the DA40 (G-ZANY) with fellow group members.



ROY, JOHN AND GRAHAM ON A FLYING VISIT TO TALLINN

"I eventually fell out of love with the day job, so came back to Stapleford for the IR and ME ratings. But my ATPLs had lapsed so I had to re-do the exams. Then just when I had completed my professional training and had passed the assessment for Ryanair Covid put everything on hold. I hastily retracted my resignation from my job.

"In mid-2021 my type rating began – at my own expense. I had already logged 1,250 hours flying so managed to get a command in the minimum time" says John who is now thoroughly enjoying exploring new destinations. His particular favourites so far are Ouarzazate (GMMZ) in Morocco and Podgorica (LYPG) in Montenegro. "Really interesting approaches and beautiful scenery".

John is married and has a young family but still finds time for some light aircraft flying and has joined a group that has acquired a Chipmunk. "I now need to learn how to fly it" says Captain John Forster.

## AZIZ'S TWO-YEAR PLAN FOR STAPLEORD

**As Compliance Manager, Aziz Hameed is responsible for ensuring that Stapleford Flight Centre's operations meet and even exceed the UK CAA and EASA's safety regulations. He is embarking on a two-year compliance plan.**



AZIZ HAMEED

"There has been a significant shift in compliance and safety culture over the years. Adhering to regulation is no longer a tick box exercise. We are now looking instead at effective performance-based compliance, by monitoring metrics over time with feedback to inform changes which would lead to improvements to our operation.

"As part of the two-year plan we are monitoring every aspect of the organisation here at Stapleford. We want to run a nice open system, building a trust culture, encouraging everyone – staff, students, private pilots - to engage with our safety procedures and legal requirements. Where we need to rectify practices, we will set a time frame for corrective action and then evaluate the effectiveness of such action.

"The main way that most airfield users would interface with the Compliance Monitoring System is through our Safety Monitoring System, and I strongly encourage everyone to observe Stapleford's safety systems and not be afraid to report problems they experience in the air or on the ground through our Hazard Reporting System. We can then take remedial action, and where necessary offer re-training.

"Safety and Compliance is the backbone of the Management System of our operation, and our newsletter, *Take Off* is a great medium to provide feedback from the system to users of the airfield. Hopefully articles will continue to communicate highlighted issues that will help to improve and exceed safety and regulatory standards."

A familiar friendly face around the airfield, Aziz has three roles. In addition to his responsibilities as Compliance Manager he is a busy PPL instructor and soon to become CPL instructor as well as teaching on the ATPL ground school courses, of which he is also Administrator.

Aziz joined the Stapleford instructor team in 2020, having achieved a Master's Degree in Aerospace Engineering at Brunel University. "It was always my dream to fly and become a professional pilot. Part of my degree was to achieve a PPL which I did at Wycombe Air Park in 2011. I also did some hour-building at Elstree before coming to Stapleford for my CPL, ME and IR ratings in 2019.

**For further information on safety and compliance contact Aziz at: [sfcompliance@flysf.com](mailto:sfcompliance@flysf.com). To report a problem in the air or on the ground use the QR code through your mobile, via our website under Tools > SFC Hazard Reporting, or contact Reception at Stapleford – [reception@flysf.com](mailto:reception@flysf.com); 01708 688380 and complete a report form.**

## THE FUN OF FLYING TO FRANCE

**Stapleford's popular fly-outs to cross-Channel destinations and further afield in the UK begin in April.**

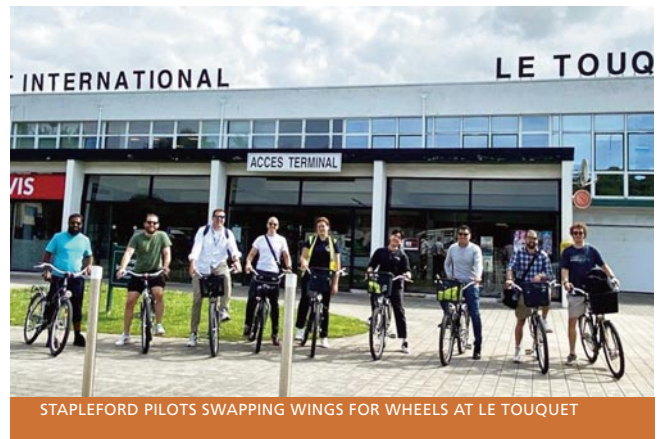
With the prospect of longer flying days ahead fly-outs organiser, Ed Gorbans is planning to begin the season with a trip to Le Touquet in April, with further cross-channel and UK destinations to follow.

Fly-outs are a great opportunity for recently qualified PPLs to get cross-channel checked in the company of an instructor. Pilots are required to be cross-channel checked before they can take a Stapleford Flying Club aeroplane across the Channel for the first time.

For those of us whose flying during the winter months has been curtailed by weather this is a chance for a currency check, and it is a very popular way of hour-building for pilots in pursuit of a professional career.

Buddying up with fellow pilots on a fly-out is a chance to meet new people, share the flying and the costs while exploring new destinations, sampling continental cuisine and doing a bit of retail therapy.

Ahead of each cross-channel trip Ed will provide a briefing on how to complete the requisite General Aviation Report (GAR) customs forms for the outbound and inbound flights as well as Flight Plans to be filed in advance of departure.



STAPLEFORD PILOTS SWAPPING WINGS FOR WHEELS AT LE TOUQUET

Additionally, there will be advice on routing and approach procedures and documents to be carried in the aircraft. Some airfields in Europe, such as Calais (LFAC) and Midden Zeeland (EHMZ) have their own slightly different requirements. The wearing of life jackets is mandatory for all channel crossing flights. These can be hired from Reception at Stapleford.

One of the big attractions of Le Touquet is the opportunity to cycle into town for lunch and to take a stroll along the beach. Alternatively, there are plenty of attractive eating options in the picturesque fishing village of Etaples across the Canche River.

For those who do not want to venture further afield, there is a good restaurant at the "aeroport", and a nearby supermarket.

A current passport with a minimum of six months before renewal is required for entry into EU countries. Passports must be stamped by the *Douane* on entry and departure. When venturing into small airfields without customs facilities, such as Reims or Abbeville or further afield in Europe, it is necessary to clear Passport Control at a point of entry such as Le Touquet or Calais.

In the event of weather problems every effort will be made to find an alternative destination in the UK if necessary.

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

## STUART DANN APPOINTED DEPUTY HEAD OF TRAINING

**Stuart Dann, Stapleford's ME, IR and ATPL ground school instructor has been appointed Deputy Head of Training and CFI for professional training.**

His role encompasses supporting Colin Dobney, Head of Training, overseeing day-to-day training for aspiring airline pilots: ensuring that the flight school maintains its high level of training. As well as continuing to instruct on MEP, IR and ATPL courses, Stuart will be working closely on Instructor Standardisation, Compliance, Safety and Standard Operating Procedures (SOPs).

"The standard of training here is very high and we have a good success rate in the job market.

What is special about Stapleford's training is our flexible approach to the needs of the student. Each is allocated their own instructor who sees them through each of their courses..

"We want to equip our students with that something extra, over and above the basic requirements for obtaining their ratings, to stand them in good stead when they are competing in the open market for airline jobs." says Stuart, who relishes the challenges and rewards of instructing. Stuart also adds.. "We have always and continue to have a great Instructor team here, with a real depth of experience and knowledge to get the most from the training"



STUART DANN

In his new role Stuart works closely with Course Co-ordinator, Helen Ayres to make sure the training programme runs smoothly, as well as other department heads on areas under his remit. Additionally, he continues to coordinate with the team in the Hangar, responsible for maintaining the aircraft required for the training programmes.

A Stapleford alumnus (for his professional training) and having already worked at the airfield from 2006, Stuart returned in 2018 to teach the IR and MEP courses, after working as an instructor with start-up training schools in Jordan and Saudi Arabia along with a spell in Coventry. One of his most exciting experiences while in the Middle East was picking up a brand new DA42 NG from Austria and flying it to Saudi, with a stopover in Egypt.

## PPL SUCCESS STORIES

**Congratulations to all students who have recently achieved their PPL – Wishing them all the best for their future flying.**

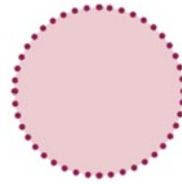
### SKILL TESTS

Omar Ahmed, George Barlow, Janez Feasey, Tobias Lovell, Jake Lloyd, Robson Mendes, Ashley Nelson, Martyn Oliver, Ryan Parry, Raj Patel, Fouzan Syed

## WHAT IS AN ATZ AND WHAT DOES IT MEAN TO ME?

CFI Jon Onsloe provides the answers:

I'm finding more often that students are not familiar with what an ATZ (Aerodrome Traffic Zone) is, and what is its purpose. An ATZ is given this symbol on the chart.



### Why do some airfields have them, and some not?

Busy airfields are given ATZs

### What does it mean for me as a pilot?

Rule 11 states that you must contact the ATZ or ATZ traffic when entering, operating, or leaving the ATZ. You must also maintain a listening watch whilst inside the ATZ. (during its active hours)

### How high are they?

2000 feet above the ground.

### Why are some ATZs bigger than others?

When an airfield has a longer runway, it has a bigger ATZ.

### Do I need permission to enter the ATZ?

Sadly, there is nothing on the VFR chart to establish if you need permission or not. You will need to have a look at the frequency card (obtained from the NATS website.)

- If the frequency is A/G (call sign - Radio) you don't need permission but must still use the radio (e.g. Andrewsfield)
- If the frequency is AFIS (Aerodrome Flight Information Service; call sign -Information) you don't need permission but must still use the radio. AFIS can't control you in the air but can control you on the ground. They can also provide a basic service (e.g. Blackbushe)
- If the frequency is RAD/APP (callsign - Radar or Approach) you do need permission (e.g. Biggin Hill)

AERODROME	INDICATOR	RAD/APP	TWR	AFIS	A/G
Alderney	EGJA		125.355		
Almondsbury Heli					131.700
Andrewsfield	EGSL				130.555
Badminton					123.180
Barkston Heath	EGYE	124.450(M)	120.425		
Beccles	EGSM				120.380
Bedford	EGBF				119.030
Bembridge	EGHJ				123.255
Benson	EGUB	120.900(M)	127.150		
Bicester					118.390
Biggin Hill	EGKB	129.405	134.805		
Birmingham	EGBB	123.980	118.305		
Blackbushe	EGLK			122.305	122.305

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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