



PIETERMARITZBURG
AERO CLUB

established in 1938

OCT 2020

TELSTAR NEWSLETTER





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Pub Talk – The Christian, the Muslim and the Pretty girl

Ramblings of an Aviation “Sportsman” in Africa



Some ...many years ago I had negotiated a contract with BPC (Botswana Power Corporation) to carry out training for their Staff on some new Electrical equipment they had acquired.

I had convinced them that as I had an aircraft it would be more economic for me to travel around the country to the various towns / BPC depots to carry out this training.

The powers that be agreed, that this was indeed a good idea, and that I should take two of their training Dept staff with me so they could also learn and be able to continue with the good work when I was done.

A due date was arranged and we set off from Gaborone in my long-suffering Piper Archer. All went reasonably well, spending a day in each town, with Friday finishing up in Francistown and the next stop being Kaserne and the following Tuesday with Maun and back to Gaborone after that.

I had planned to finish as early as possible on Friday afternoon so that we could fly to Kaserne which was about 2 and a bit hours.

It seldom rains in Botswana and as luck would have it, Friday was one of those days when it rained, Francistown is not really a great place to spend a weekend, and I had already booked my accommodation at the Chobe River hotel. I had never been to Kaserne and was looking forward to a weekend on the river (Not the Chobe River Lodge which was quite a bit out of my budge.) As we were ready to leave around 14h30, I thought we would be fine and could stay beneath most of the weather, which seemed to have basis around 500 – 800ft in rain.

My two passengers were less than confident and took a bit of convincing that all would be fine. (I was really looking forward to weekend on the Chobe river!) So off we went into rather dark clouds, torrential rain and quite stormy conditions with lots of lightening and turbulence most of the way. These were the days before GPS, cell phones and active weather stations. Kaserne, in those days, had a grass strip in a bend of the Chobe river which I hoped I could find. As I had a rough idea of how to find the strip, my reckoning was, I just keep flying due North till I get to a big river and look for an airfield near a small town with a ferry. (Not many towns being on a river in Botswana.)

After about 20 Minutes I was wondering on the merits of my decision as the weather was quite frightening. I looked over at my two pax, a Muslim and a Christian, and saw they had their eyes tightly closed and were both praying earnestly. This gave me a bit of confidence as I clearly had both Gods looking after us and my pax were quite a lot more frightened than I was.

Fortunately, all the help from my two pax must have worked as I did find the strip quite easily and Buzzed the hotel to come and fetch us in their boat. It had mostly stopped raining by then. The hotel was owned by a former Airline Pilot and we immediately got on quite well.

The following day I went to Victoria Falls to get fuel, which was about 40 mins in the Archer. As I was about to set off, one of the hotel guests, a rather pretty Dutch girl, asked if she could come with. Of course, I said yes. It also transpired she was trying to get back to JHB to her brother and I gallantly offered her a lift. It crossed my mind, *briefly*, that 4 up, full fuel and relatively short grass strip may be asking a lot of the Archer. (Did I mention she was VERY pretty?)

I had a very good weekend at the Chobe river Hotel and after completing the Kaserne training, planned for an early departure for Maun.

My Two BPC pax had spent some time purchasing memorabilia to take home to Gaborone, not being aware of the extra passenger who also had some luggage... or the effect of weight and balance on an aircraft... and pitched up with quite a bit of extra stuff.

I now seriously started to consider the merits of my decision to take the VERY pretty girl. My new airline pilot friend was also looking quite concerned.

We duly loaded everything and Pax into the Archer and I pushed back as far as I could to get every inch of Runway. (About 800m with trees at the end and quite wide river, the border between South West Africa

(Namibia), Angola and Botswana. I had spent some time on that side of the river as a reluctant employee of the SA government a few years before.)

Checking and re checking the pre-flight, I finally set off with white knuckles on the controls. At about 500m the aircraft was feeling good, like it would, in fact, fly. I glanced at the airspeed and noted only registering ± 30 kts. It was too late to stop. I grabbed second notch of flap to hop over the trees and hoped my new friend would fetch us out of the river in his boat before the crocs got us.

To my amazement we were actually flying, albeit at 10ft above the river on the way to Angola. I checked the airspeed again and saw it now registering only 25kts, the faster we went the slower the airspeed and slower the faster the airspeed. As we climbed away, I realised the Airspeed Indicator was clearly faulty, filed this info and set off for Maun.

Fortunately, we arrived safely in Maun and I had the local AMO look at the problem. A small bug had found the Pitot tube, (on the Archer it is an oblong tube under the wing), a great place to build a home while the Archer was resting in the long grass. (Putting on a Pitot Cover was always a bit tedious as you had to climb under the wing and I often neglected this).

I managed to finish the training in Maun and after the long flight back to Gaborone and JHB the Pretty Girl was delivered safely to her brother.

Thanks again to Piper who make jolly good aeroplanes to take care of clots like me.

oOo

A sad farewell to Mel



We note with heavy hearts the passing of Mel Barker, our CFI of many years, on 28 October 2020. Mel joined the club as a young instructor, ink still wet on his Commercial Pilot's Licence and Instructor's Rating, on 4 April 1972 and served the club faithfully for more than 35 years until his retirement on 31 August 2007.

During his time, he trained many pilots through their PPLs, night ratings, CPL and instrument ratings. He saw the club manage through difficult times (the fuel crisis in the seventies, when

refuelling aircraft over weekends was not permitted) and good times (1990, when the club fleet flew 3 000 hours in one year).

His late wife, Ria, provided superb meals to members from the club kitchen for many years. The two were an awesome team in the club environment, loved and respected by all with whom they came into contact.

They are fondly remembered by all of us who had the privilege of being instructed by someone who was reputed to have been acknowledged by Cessna as having the highest C150 instruction hours in the world, 25,006,9hrs.

Members are invited to gather at the Aero Club on Saturday, 14 November 2020 at 11h00 to remember Mel.

oOo

Recent Events

FIRST SOLO!



Congratulations!

to Stephan Oosthuizen who flew
SOLO in ZU-WES on 08-10-2020
& was dumped in the pool for his
achievement.



NEW PRIVATE PILOT!

Congratulations!




to Kelly du Preez
who completed her PPL
in ZU-SAA
on 24-10-2020

Safety Meeting



The Safety Meeting Quiz Night, held on Friday 16 October and hosted by our new Instructor, Kevin Donnellan, was a first at Pmb Aero Club, and turned out to be so much fun that participants wanted another Quizz Night to happen sooner than January.

Thanks to Grant van Staaden of  everyone was well fed and watered with a delicious and satisfying burger, chips & beer (or cooldrink) for only R50. Thank you Grant!

Lincoln Aviator Launch

Ken and Monica of Lincoln Cottages, who are our Club and Flight School's preferred BnB, launched a new program called *Lincoln Aviator* at the Pmb Aero Club on Wed 21st October.



YOUR TICKET FOR TAKE OFF

DATE: Wed 21 Oct 2020
TIME: 12:00 Noon Start
VENUE: Pietermaritzburg Aero Club
DRESS CODE: Formal

R.S.V.P: Before 12 noon Friday 16th Oct 2020

R.S.V.P: Monica Phillips | 072 218 6346 | info@lincolncottages.co.za

MEDIA LAUNCH INVITATION

One lucky journalist will **"WIN TO WIN"** a Lincoln Aviator Boarding Pass to take to the skies and sail over Pietermaritzburg and Mafikeng to witness the beauty of a lifetime view of paradise.



Cessna 172 | Glider | Hot Air Ballooning



Microlite | Zip lining

WOW | Canopy Tour

The concept is to draw National and International interest to Pietermaritzburg's aerial wonders, including a Trial Lesson at our Flight School, a Gliding experience through Howick Flying Club, an open-air Microlight experience through WOW Flight along the South Coast, a Hot Air Ballooning experience from the Berg or Tala (depending on prevailing winds), and a zipline experience through the Canopies with Karkloof Canopy Tours.

The event was opened with two song-and-dance numbers performed by the Drakondale Girls Choir School (Merrivale, Howick).

With Programme Director John Arkley at the helm, Ken Phillips, CEO Lincoln Aviator explained his vision. The Keynote Speaker, Captain Karl Jensen, gave a fascinating presentation of his personal experiences as a



pilot, spanning

decades. The various aviation disciplines were then introduced by Telani Lithgow, our Flight School CFI; Tex Impey, Chairman of the Howick Flying Club and Kai Schultz, CEO Karkloof Canopy Tours. There was a lucky draw for two canopy tours. Weather prevented a trial lesson experience for the Dignitaries.

Other speakers at the event were:

1. Mbali Ntombela, International Cities of Peace Country Co-Ordinator;
2. Nontobelo Mkize, Snr Vice President NAFCOC;
3. Kanthamala Naidoo, Chair Lincoln Meade Ratepayers Association;
4. Melanie Veness, Chair Pietermaritzburg Midlands Chamber of Business.
5. Ralf Doepke, CEO Breath of Africa.



John Arkley



Ken Phillips



Tex

Telani



Kai



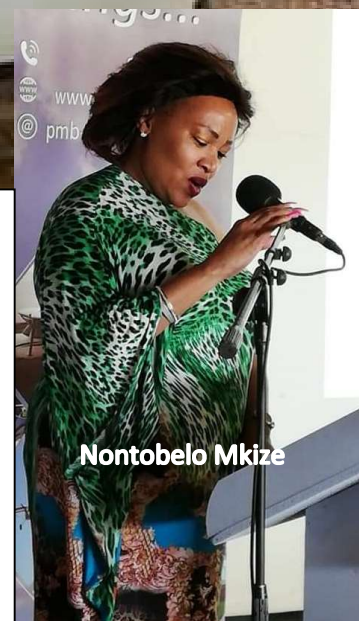
Karl Jensen



Mbali Ntombela

The concept was met with enthusiasm by all parties at the event.

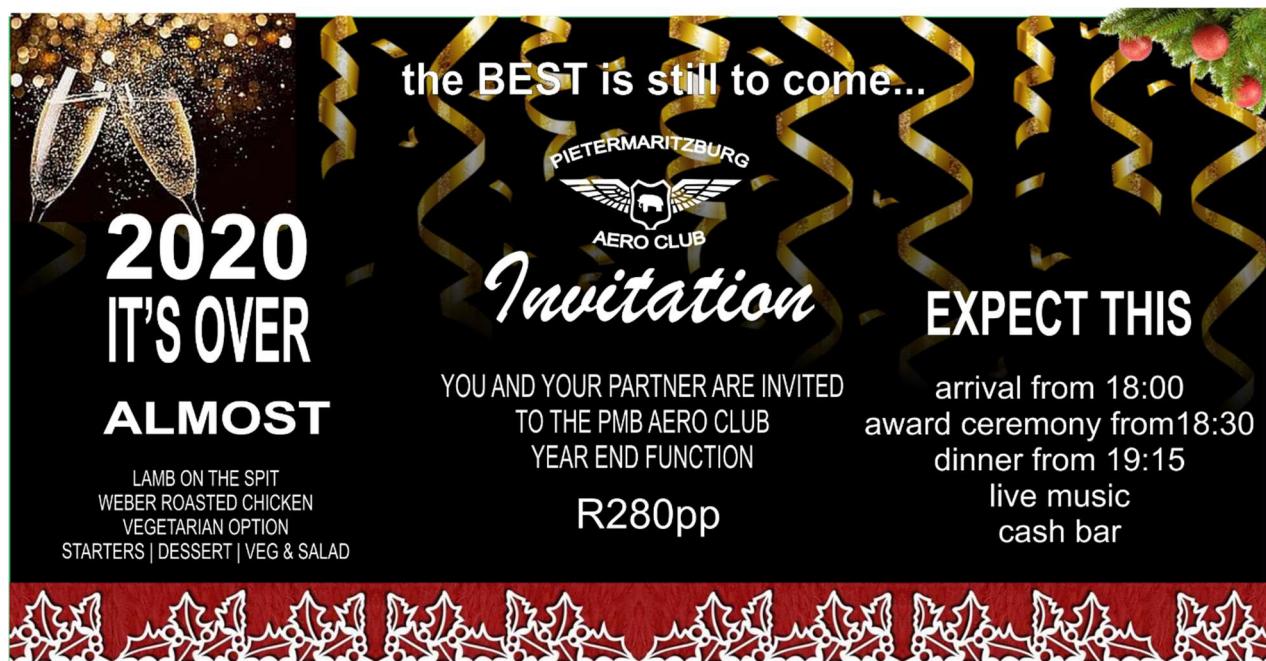
The Witness and the Pilot's Post were present, and have given some coverage, and the event will appear in the African Pilot magazine.



Nontobelo Mkize

Upcoming Events

Year End Function



RSVP online at <https://www.pmbaeroclub.co.za/events>

Quiz Night



The Safety Meeting Quiz Night was enjoyed so much, we were asked to run another one soon, so here it is:

DATE: Friday 6 Nov

TIME: 18:00

PLACE: Pmb Aero Clubhouse

QUIZMASTER: Kevin Donnellan

FOOD: Snack basket with everything from samosas to chicken wings on a bed of French fries, and a beer or cooldrink of choice for a ridiculously low R50.

No need to book. Just arrive and join in the fun!

Mel Barker's Memorial

Members are invited to gather at the Aero Club on Saturday, 14 November 2020 at 11h00 to remember Mel.



Club Comms

New Club Members

A warm welcome to our new Members, Aaron de Vrode, Jessica Cormac, Njabulo Mtolo, Dave Taylor, Victor Terblanche, Matthew Findlay, Ioanna Keppler and Luke Schultz.

Our Aircraft News

ZS-KNI – C172 ...Cessna 172...

KNI has been reasonably busy. The Transponder has been giving some grief, so the Committee is looking into alternatives.

SLING UPDATE

The South African designed and built Sling 2 now as an official ICAO Designator. ZU-WES, registered as a Light Sport Aircraft, X333 and ZU-SAA, registered in the heavier category, TC06, are now both the same ICAO designator – “SLG2”. This is whether the Sling 2 is a 912 ULS, or like both ours, a 912iS. Please use this in your Logbooks and on your Flight Plans.

Due to the canopy shade on suction cups continually falling down, and the intense heat through the canopy on a hot day, and the direct sun making the digital EFIS screens hard to read, the Committee approved a “cocks comb” perforated self-adhesive vinyl film for our two Sling’s canopies. This has made



the world of difference to the flying conditions. Students and Instructors alike send a big thank-you to the Committee.

ZU-WES – X333 ...Sling 2...

WES popped his main circuit breaker on a dual flight returning from the GFA on 17 Oct. The back-up EFIS went off, as did the radio and transponder. The main EFIS gave only airspeed and altitude readings. Lane lights remained off. The engine continued working, albeit without any engine info showing, and the aircraft was landed safely at FAPM.

Oribi Flying Service (OFS), who look after our maintenance, have checked everything electronic, and having spoken to him at length, I am satisfied that Michael is doing everything possible to source the problem. At present WES fires to start, but cuts out immediately. Everything comes on as normal for the start, other than not actually bursting into life. This is after the ignition switch, which was giving irregular readings, was replaced. The next suspects are the crank shaft sensors, but OFS is waiting for TAF (The Airplane Factory – who manufacture Slings), to check all the downloaded data before going to this expense. These sensors are also giving irregular readings, and Rotax says they have not encountered this type of problem in their engines.

The engine blow-by's are fantastic, even though the engine has about 200 hrs to run to timex, and will be replaced at this time.

Everything possible is being done to identify and correct the problem

ZU-SAA – TC06 ...Sling 2...

ZU-SAA continues to work hard, problem-free and fun to fly.

Pre-flight Acceptance

Remember to sign the pre-flight aircraft condition acceptance form before you fly. Complete the damage form (behind the acceptance sheet, different forms for each aircraft), if you notice new damage on the aircraft. This is for accountability and to monitor our aircraft condition so we can quickly identify possible problems and take corrective action.

There has been a suggestion to nominate one person per Club aircraft, per year as an “honorary” aircraft owner. The “honorary” owner would be expected to treat the aircraft like their own, checking it at least once a week, making sure it is clean and neat inside, and reporting any defects. Possibly even organising a polish. The idea is that this “owner” would then benefit from a preferential hire rate. The privilege, if

abused, would be removed by an overseeing sub-committee, and allocated to another enthusiastic Club Member.

Drop Telani a Whatsapp or Email if you like this idea.

oOo

Fleet Hours & Hire Rates

Fleet hours 2020 are:

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
KNI	15.0	7.6	1.2	0.0	0.0	36.7	22.1	25.9	18.0	32.2
WES	10.2	20.2	31.7	0.0	0.0	51.5	57.4	30.8	3.5	15.2
SAA	22.8	30.7	31.6	0.0	0.0	0.0	5.5	48.2	36.6	23.6
	48.0	58.5	64.5	0.0	0.0	88.2	85.0	104.9	58.1	71.0

AIRCRAFT HIRE RATES effective 1 Feb 2020:

All prices are VAT inclusive.

C172 → R2100

SLING 2 → R1541

INSTRUCTOR HIRE per hour → R402.50 (flying and briefing)



Fuel Price

Fuel Prices per litre

incl VAT	Jan 2020 Rate	Feb 2020 Rate	Mar 2020 Rate	May 2020 Rate	Jun 2020 Rate	Jul 2020 Rate	Aug 2020 Rate	Sep 2020 Rate
AVGAS	R20.70	R21.30	R17.30	R17.30	17.30	18.30	18.30	18.00
JET A1	R14.50	R14.50	R14.30	R14.30	14.30	14.30	16.30	14.20

Club Financial Situation

Taking the Lockdown into consideration, the Club is doing surprisingly well, and it looks like the Year End figures will show a break-even.

This is in no small way due to strategic decisions made by our Committee and especially our Treasurer.



Two die in KZN plane crash

It is with great sadness we report that a fellow Aviator, Stephen O'Hara (58), and his friend, Gerald Cross (60), died in a light aircraft accident shortly after take-off in Steve's Bushbaby from Eva's Field. The accident happened in the heat of the mid-day sun on Saturday 24 October. They were planning to land at Umkomaas Airfield.

The accident was witnessed by several people at Eva's Field, leaving the spectators shaken. They took off on Runway 35 with a light tailwind, towards the gorge. Apparently, it sounded like the engine sputtered and the pilot turned left in what appeared to be an attempt to get back to the airfield, away from the gorge. The left wing dropped suddenly and the aircraft dived very steeply nose down into the bush.

The men died instantly.

The accident is presently under investigation by the SACAA.





They went out with their boots on.

The new Owners of Eva's Field, Steve Mingay, had put out a "Terms of Use" for the airfield before the tragic accident. Circuits at Eva's Field are also to be flown to the West of the Airstrip for noise abatement. Pilots planning to fly to Pietermaritzburg from Eva's Field will likely be routed via Northdale Ridge or West of the Worlds View Mast due to Airlink's approach path being almost overhead Eva's Field into Pmb on Runway 16.

Please would all pilots utilizing Eva's remember that Eva's is a private unmonitored airstrip.

Please before landing all aircraft are to do a fly over so as to make sure the airstrip is clear.

Please keep the airstrip clear at all times.

If any visiting pilot wishes utilize Eva's the below WhatsApp message must be sent back to either Steve Mingay 0825500184 or Gary 0824656342 before utilization of the airstrip.

WHATSAPP MESSAGE
TERMS OF USE OF EVA'S FIELD AIRSTRIP

All pilots using the airstrip commonly known as Eva's Field, Hilton, KwaZulu Natal (the "Airstrip") expressly acknowledge and agree the following in favour of Mospare KZN (Pty) Ltd (the "Owner"):

1. The Airstrip is an unmonitored and uncontrolled rural grass airstrip;
2. All landings, take-offs and taxiing on or surrounding the Airstrip are carried out at the pilot's own risk;
3. The Owner, its agents, invitees, customers, employees or contractors do not accept any responsibility for any damage caused to any aircraft howsoever arising. Such shall include, without limitation, any damage caused during landings, take-offs, taxiing on or in the vicinity of the Airstrip or whilst the aircraft is parked or hangered.
4. The pilot hereby waives his/her right to claim any damages of whatsoever nature as against the Owner (including its agents, invitees, customers, employees or contractors) arising out of his/her use of the Airstrip.
5. Furthermore the pilot hereby indemnifies the Owner (including its agents, invitees, customers, employees or contractors) and holds it harmless as against any claim of whatsoever nature made by any party (including without limitation any passenger or occupant of the aircraft operated by the pilot) as against the Owner arising out of the use of the Airstrip.
6. Nothing in these terms of use shall in anyway be construed as replacing any obligation which the pilot, or any other party utilising the Airstrip, may owe to the Owner by virtue of the operation of any law.
7. You are required to confirm your acceptance of these terms and conditions by responding to this message with the word "Accepted".

Aircraft Accident in Eastern Cape, both occupants survive.

On Friday morning 30 October, two men had a lucky escape when their light aircraft was forced to make an emergency landing at the Paradise Beach airfield near Jeffrey's Bay.

Kouga Municipality spokesperson Laura-Leigh Randall says the aircraft crashed not far from the landing zone.

She says Kouga Fire & Disaster Management officials responded after being alerted by the Paradise Beach Neighbourhood Watch.

They found two men in the aircraft, one escaped uninjured while the other sustained minor injuries.

Photographs from the scene show that the aircraft was badly damaged in the incident.

The incident has been reported to the SA Aviation Authority in Midrand.



Friendly
reminder to all
pilots:

Make sure you
do not leave your
aircraft turned on
at the end of
your flight.

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Anthony Grant
PPL



Chairman:

CPL
Steve Svendsen



Vice Chairman:

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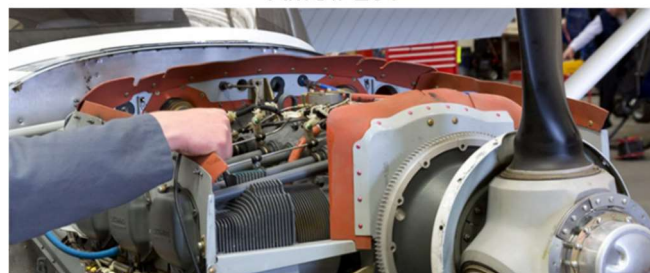
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Kwa Zulu-Natal



SABRE AIRCRAFT



In terms of LSA training aircraft, we represent the Czech manufactured ALTO TG and Polish JK-05 and Topaz LSA variants. Although not actively marketed given the high cost of advertising in a very depressed market, we remain confident that even with our worsening exchange rates they all still represent excellent value in terms of performance and cost against anything produced here in SA.

The JK-05 and Topaz have also both been type approved by our CAA.

The ALTO is both available 'ready to fly' or with matched hole technology in either 50, 75 or 100% complete 'kit form'

The ALTO can also be optioned to tow gliders - for which the factory will facilitate the required equipment should there be a need to offer this service.

To learn more our website is at www.aircraftafrica.co.za and the manufacturers www.directfly.cz or www.ekolot.pl.

Contact

RICHARD STUBBS

Tel: 27-11 467 3103/3193

Fax: 27-11 467 8444

Cell: 083 655 0355



Gryphon Flight Academy

In February 2006 Anton Rousseau established Gryphon Flight Academy. Anton, an experienced pilot (20 years experience), and flight instructor was a senior training captain with SA Airlink, as well as being the chief pilot for ExecuJet SA. Anton is also a designated flight examiner for the SACAA.

Gryphon prides itself to advance professional training, and is committed to providing a better training experience!

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- E120 (Embraer) Training
- JS41 training Training
- BE9L training
- B350 training

Visit us at <http://www.gryphonflight.co.za/>

For more info or to book, call Anton Rousseau on 082 562 5060 - or email; anton@gryphonflight.co.za

Instructor's Corner – Are you the Pilot?



by Kevin Donnellan

“Yes I am.”

A simple honest answer that almost had a disastrous consequence.

The French were bringing the capital ship of their Indian Ocean fleet to Durban.

It was large, impressive - and it had helicopters. They were wanting to fly their helicopters in our airspace, so as a courtesy, one of junior pilots was tasked with briefing the French helicopter crews onboard about our local airspace rulings.

Sounded simple and fun. Our chosen man, who will remain unnamed, was smart, sociable and confident. Great attributes for a pilot and we knew he would represent us well. So, we flew him out to their magnificent looking ship, dropped him off with a smile on his face and headed back to Air Force Base Durban. We could not have known what was coming.

Upon landing on the Frigate our young Captain was asked a now infamous question “Are you the pilot” to which he responded as all aviators love to do, proudly and confidently, in the affirmative.

“Come with me” he was told. To his surprise he was brought up to the bridge of the ship and introduced to the ship’s Captain, not the helicopter crew. “Well these French are pretty hospitable” he thought to himself. Somewhat surprisingly the Captain then asked him, “Where to for the Naval Base?” He could easily explain and, being a helpful fellow, added. “Straight ahead Sir”.

The French then proceeded directly into our harbour with their enormous ship. On the way in, another helicopter was seen to approach. Who are they asked the French Captain? “That will be the harbour pilot” volunteered our man. Instantly he recognised the look of horror on the Frenchman’s face. Our young aviator was then ushered off the bridge with some urgency. He claimed to recognise a few French expletives on his way out. Clearly “our pilot” was not who they thought he was.

Often we say what we mean, but others do not hear what we mean, only what we actually say. English as a language is littered with ambiguities. These often come in the form of homonyms (words that are spelt the same and have a different meaning) or homophones (words that are spelt differently yet sound the same and have a different meaning). Just consider the words “take-off power” and you will at once recognise the dangers inherent in our English language.

There is power in words! So, watch your words, like you do your altimeter. Ambiguities in the air may also result in you wanting to be “forgiven for your French”. Disregarding a double meaning, can sink us all.

FLYING TIPS FOR STUDENTS

Kevin has started putting short video clips on the student group with tips for pilots. A big thank you, Kevin, fabulous idea and very useful tips. The useful tips so far are:

1. How to quickly tell if you and another aircraft are on a collision course.
2. Avoiding mountain turbulence, quick calculation.
3. Cross wind component on final approach – quick ballpark calculation
4. Reciprocal headings trick.

Please keep them coming Kevin!

We will be making these tips available online.

bus drivers when they see each other:



pilots when they see each other:



GROUND SCHOOL

Kevin will be running a weekly Ground School on Monday evenings, focusing on problem areas with PPL subjects. Details per the WhatsApp Student Group, and bookings through Kevin or Kelly.

Trial Lessons

Not sure what to give someone special for Xmas? How about a “Trial Flight Lesson / Introductory Flight”

We can arrange a personalised “Air Ticket” for you to present in your gift package.

PIETERMARITZBURG AERO CLUB www.pmbaeroclub.co.za			033-386-3952	
 AIR TICKET		 BOARDING PASS		
Name of Pilot	Date	Time	NAME	J Nieuwoudt
Jannike Nieuwoudt			FROM	B Nieuwoudt
	From	Aircraft	DATE	
	Ben Nieuwoudt	Slings 2	TIME	
To activate ticket, contact Pietermaritzburg Aero Club to book the flight date & time on 033-386-3952			SEAT	Pilot
 Pmb Aero Club - Trial Lesson				

WARNING – FLYING CAN BE ADDICTIVE

Member's Submission

Radial Engines vs Jet Engines



Starting, take off and flying with a wonderful radial powered aircraft.

Radial Starting (R-3350 engine on an AD-6 Skyraider)

Be sure you drain both the sumps. (You can fill your Zippo lighter while you do this)

Look out the left side of the oily cockpit canopy and notice a very nervous person holding a huge fire bottle. Nod to this person.

1. Crack throttle about one-quarter of an inch.
2. Battery on
3. Mags on
4. Fuel boost on
5. Hit starter button (The four bladed 13' 6' prop will start a slow turn)
6. Begin to bounce your finger on top of the primer button.
7. This act requires finesse and style. It is much like a ballet performance. The engine must be seduced and caressed into starting.
8. Act one will begin: Belching, banging, rattling, backfiring, spluttering, flame and black smoke from the exhaust shooting out about three feet. (Fire bottle person is very pale and has the nozzle at the ready position)
9. When the engine begins to "catch" on the primer. Move the mixture to full rich.

The flames from the exhaust will stop and white smoke will come out. (Fire bottle guy relaxes a bit) You will hear a wonderful throaty roar that is like music to the ears..

Enjoy the macho smell of engine oil, hydraulic fluid and pilot sweat.

10. Immediately check the oil pressure and hydraulic gages.
11. The entire aircraft is now shaking and shuttering from the torque of the engine and RPM of prop.

The engine is an 18-cylinder R-3350 that develops 2,700 HP.

12. Close cowl flaps to warm up the engine for taxi.
13. Once you glance around at about 300 levers, gauges and gadgets, call the tower to taxi to the duty runway.

Take off in the AD-6

1. Check both magnetos
2. Exercise the prop pitch
3. Cowl flaps open.
4. Check oil temp and pressure.
5. Crank 1.5 degrees right rudder trim to help your right leg with the torque on take-off.
6. Tell the tower you are ready for the duty runway.
7. Line the bird up and lock the tail wheel for sure.
8. Add power slowly because the plane (with the torque of the monster prop and engine power definitely wants to go left).
9. NEVER add full power suddenly! There is not enough rudder in the entire world to hold it straight.
10. Add more power and shove in right rudder till your leg begins to tremble.
11. Expect banging, belching and an occasional manly fart as you roar down the runway at full power.

(I have found that the engine can make similar noises)

12. Lift the tail and when it "feels right" pull back gently on the stick to get off the ground.
13. Gear up
14. Adjust the throttle for climb setting
15. Ease the prop back to climb RPM

16. Close cowl flaps and keep an eye on the cylinder head temp.
17. Adjust the power as needed as you climb higher or turn on the super charger.

Flying with the round engine.

1. Once you reach altitude which isn't very! high (about 8000 feet) you reduce the throttle and prop to cruise settings.
2. The next fun thing is to pull back the mixture control until the engine just about quits. Then ease it forward a bit and this is best mixture..
3. While cruising the engine sounds like it might blow or quit at any time This keeps you occupied scanning engine gauges for the least hint of trouble.
4. Moving various levers around to coax a more consistent sound from the engine concentrates the mind wonderfully.
5. At night or over water a radial engine makes noises you have never heard before.
6. Looking out of the front of the cockpit the clouds are beautiful because they are slightly blurred from the oil on the cockpit canopy.
7. Seeing lightning in the clouds ahead increases the pucker factor by about 10.
 - a. You can't fly high enough to get over them and if you try and get under the clouds----you will die in turbulence.
 - b. You tie down everything in the cockpit that isn't already secured, get a good grip on the stick, turn on the de-icers, tighten and lock your shoulder straps and hang on.
 - c. You then have a ride to exceed any "terror" ride in any amusement park ever built. You discover the plane can actually fly sidewise while inverted.
8. Once through the weather, you call ATC and in a calm deep voice advise them that there is slight turbulence on your route.
9. You then scan your aircraft to see if all the major parts are still attached. This includes any popped rivets.
10. Do the controls still work? Are the gauges and levers still in proper limits?
11. These being done you fumble for the relief tube, because you desperately need it. (Be careful with your lower flight suit zipper)

The jet engine and aircraft

Start a jet

1. Fuel boost on.

2. Hit the start button
3. When the JPT starts to move ease the throttle forward.
4. The fire bottle person is standing at the back of the plane and has no idea what is going on.
5. The engine lights off---and---
6. That's about it.

Take off in the jet

1. Lower flaps
2. Tell the tower you are ready for take-off.
3. Roll on to the duty runway while adding 100% power.
4. Tricycle gear---no tail to drag---no torque to contend with.
5. At some exact airspeed you lift off the runway.
6. Gear up
7. Milk up the flaps and fly.
8. Leave the power at 100%

Flying the jet

1. Climb at 100%
2. Cruise at 100%
3. It is silent in the plane.
4. You can't see clouds because you are so far above them.
5. You look down and see lightning in some clouds below and pity some poor fool that may have to fly through that mess.
6. The jet plane is air conditioned!! Round engines are definitely not. If you fly in tropical areas, this cannot be stressed enough.
7. There is not much to do in a jet, so you eat your flight lunch at your leisure.
8. Few gauges to look at and no levers to adjust. This leaves you doodling on your knee board.
9. Some call girl friends on their cell phones: "Guess where I am etc"

Some observed differences in round engines and jets

1. To be a real pilot you have to fly a tail dragger for an absolute minimum of 500 hours.
2. Large round engines smell of gasoline (115/145), rich oil, hydraulic fluid, man sweat and are not air-conditioned.
3. Engine failure to the jet pilot means something is wrong with his air conditioner.

4. When you take off in a jet there is no noise in the cockpit. (This does not create a macho feeling of doing something manly)
5. Landing a jet just requires a certain airspeed and altitude---at which you cut the power and drop like a rock to the runway. Landing a round engine tail dragger requires finesse, prayer, body English, pumping of rudder pedals and a lot of nerve.
6. After landing, a jet just goes straight down the runway.
7. A radial tail dragger is like a wild mustang---it might decide to go anywhere. Gusting winds help this behaviour a lot.
8. You cannot fill your Zippo lighter with jet fuel.
9. Starting a jet is like turning on a light switch---a little click and it is on.
10. Starting a round engine is an artistic endeavour requiring prayer (curse words) and sometimes meditation.
11. Jet engines don't break, spill oil or catch on fire very often which leads to boredom and complacency.
12. The round engine may blow an oil seal ring, burst into flame, splutter for no apparent reason or just quit. This results in heightened pilot awareness at all times.
13. Jets smell like a kerosene lantern at a scout camp out.
14. Round engines smell like God intended engines to smell and the tail dragger is the way God intended for man to fly.

[Adrian Chaning-Pearce](#)

shared a photo.

19-year-old Lieutenant Edwin Wright
looks upon his airplane after being
hit by an 88 mm shell, over the city
of Munster, Germany.

oOo

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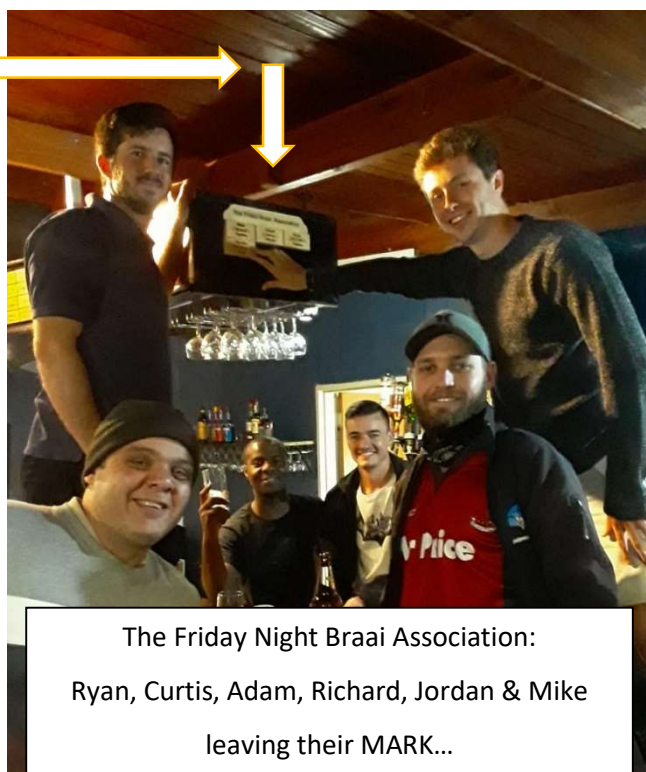
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