

MAY 2017 EDITION  
VOLUME 1 | ISSUE 5

## Table of Contents

Pub Talk.....	2
Mustang Sally.....	2
Events Report.....	3
Spot Landing Challenge.....	3
Upcoming Events .....	5
Remember!!! – Club AGM .....	5
June Fly-away Weekend .....	7
Elmirador fly-in.....	8
Fuel Price   &   Fleet Hours.....	9
New Members.....	9
Club Comms .....	9
Aero Club Shop.....	10
Aero Club “Don Carlos” Restaurant .....	11
Breakfast Fly-Away destination from FAPM .....	12
Committee Corner .....	14
Instructors Input .....	14
Safety Culture.....	15
Members Submissions .....	16

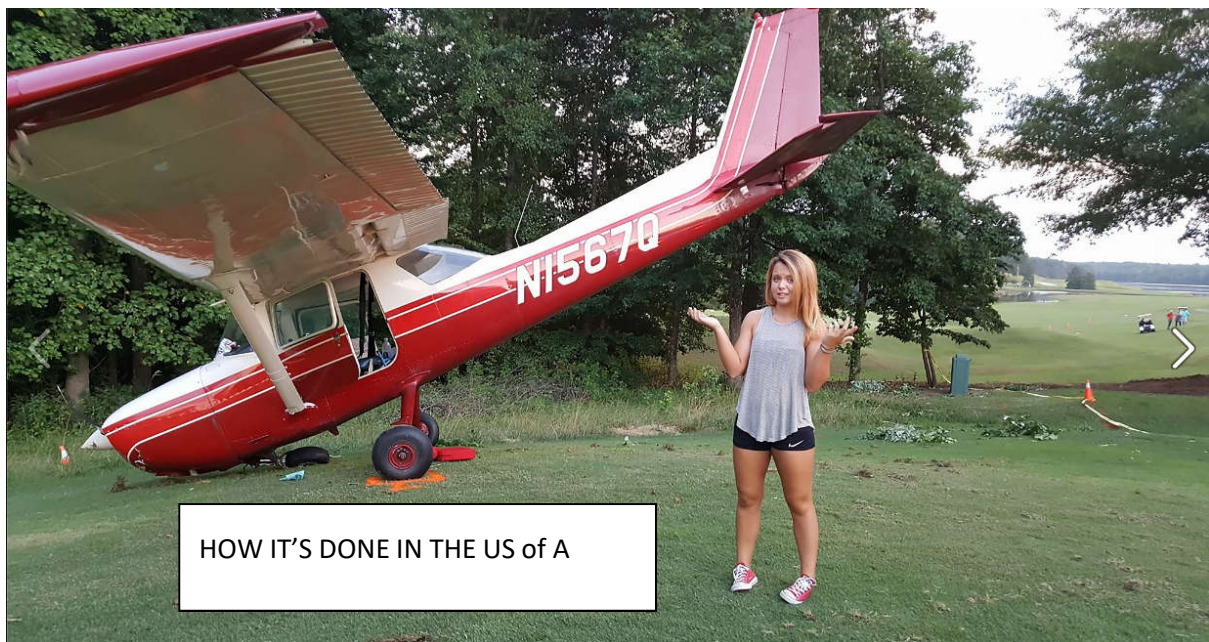
## Pub Talk

### Mustang Sally

It is said a GOOD LANDING is one you walk away from. A GREAT LANDING is one after which you can use the aircraft again.

I stumbled across an article about a 17 year old, pretty female pilot in the USA who survived, unscathed, from a forced landing shortly after take-off from her home airfield. SHE was unscathed, her aircraft was not so lucky. So, this landing, according to the above premise, qualifies as a "GOOD LANDING". You can read the full article of her misadventure here:

<https://www.aopa.org/news-and-media/all-news/2016/july/06/fearless-student-pilot-lands-safely-after-engine-failure>



*From this we can deduct that that's how they build them in the great USA, but in Africa, South Africa to be exact, we build our pilots a little differently, and this is why:*

It was in the 1990's which puts this particular (mis)adventure during the reign of our epic Flight Instructor, Mel Barker, who Instructed at the Pmb Aero Club from 1972 to 2007 – 35 years. He recorded 25 006.9 flying hrs. Mel was Awarded a Certificate by Cessna for the most hours flown, (if I have the story right, it was for most hrs flown as an Instructor in a Cessna, Worldwide!)

One of Mel's Student Pilots, Sally, was on a solo cross country. Like many Student Pilots before and since, her flight was a little longer than planned due to Navigational Challenges. In spite of this, she found her way home to Pietermaritzburg, but when in sight of the airfield, yet out of gliding distance from it, she suffered an engine splutter, followed, somewhat directly, by a complete engine failure.

Our intrepid aviator then applied the skills she had been taught by Mel, set up her aircraft for best glide, selected a landing spot: the Polo Pony Fields on Chatterton Road, (which are now a series of Car Dealerships and Fast Food Outlets), and executed a GREAT LANDING. That is to say, both she AND the aircraft remained unscathed. Landing on this horsey spot earned Sally the affectionate nickname "Mustang Sally". (The reason for the engine failure was that she ran out of fuel, which is

somewhat illegal, provided there were no extenuating circumstances during the flight. *Comment is reserved in this regard*).

Mel recovered the aircraft by pushing ZS-JKK back through the main streets of Pietermaritzburg, right down Boschoff Street, all the way to Oribi Airport, none the worse for wear, (the Aircraft I mean, Mel must have been a bit tired).

As it turns out, the Polo fields proved suitable for a masterful short landing, but not long enough for a take-off.

ZS-JKK remains a member of our aircraft fleet to this day.

**THIS is how we build our SA Pilots. PROUDLY SOUTH AFRICAN! (You GO Girls!!!)**



## Events Report

### Spot Landing Challenge



The SPOT Landing Challenge was held on Sunday 21 May 2017. The conditions could NOT HAVE BEEN BETTER if they had been placed on order two years in advance! The windsock was limp. There were eleven Participants brave and brazen enough to take on the challenge. Highest score won the day.

Events started a half hour later than planned with a pilot and spectator briefing of what was expected, and then the GAMES BEGAN!

There were three sessions, three airborne aircraft at a time, and two sessions with only one aircraft to watch. Emoyeni was represented by Chris West in his Trike, the rest were from Pmb Aero Club, no other schools were brave enough to stand against our experienced aviators (even though an



invite was sent out, if I was a guy I might call them “Pussie-Cats”, but wait... there is more on this topic to come... )

At 09h43Z our final Aviator took to the skies in ZS-KNI, with his vocal ballast of three DISTRACTING our Pilot, which must be the reason for his disappointing Competition Placement. We thought he was our final Aviator, (in more ways than one), but then, a late arrival appeared, and enthusiastic young pilot who had been detained by the boring duties called work, a necessary evil in the route to become a professional aviator, where we call “work” - “PLAY” – (Play some of us get paid to do – don’t be jealous).

So, this is what happened. Lara Denton was convinced by the guys to take part, even though she was not expecting to be in time to take part due to work commitments delaying her arrival. She may have arrived late, but she NAILED IT! Sweeping in to FIRST PLACE with 200 points out of a maximum of 300, flying ZS-KNI.

**THIS is how we build our SA Pilots. PROUDLY SOUTH AFRICAN! (You GO Girls!!!)**

Ready to UP YOUR GAME Guys? (Yup, that’s a challenge).



Brad Spall; Stuart Beach, Bailey Green; Telani Lithgow; Lara Denton, Martin Hellberg  
Front: Tristan Langmead



Our Winners →

These are the scores:

Position	Pilot	Aircraft Reg	Aircraft Type	Points
1	Lara Denton	ZS-KNI	C172	200
2	Stuart Beach	ZS-DGK	Tri-Pacer	180
3	Martin Hellberg	ZS-KNI	C172	140
4	Clint Frost (left before Pics)	ZS-KVW	C172	140
5	Luke Volans	ZS-PBK	BE58	120
6	Tristan Langmead	ZS-KNI	C172	100
7	Bradley Spall	ZS-KNI	C172	100
8	Chris West	ZS-WHS	Trike	40
9	Rob Beach	ZU-CXI	RV6	40
10	Bailey Green	ZS-KVW	C172	40
11	Curtis Mutambo	ZS-KNI	C172	20


Next year ALL scoring will be done with frame-by-frame video playback to guarantee accurate scoring.

## Upcoming Events


### Remember!!! – Club AGM

Event: AGM  
Date: THIS Wednesday 31 May 2017  
Time: 18h00 LMT  
Venue: Pmb Aero Club  
Food & Drink: Pub and Grub will be OPEN.

### ***Nominations for the Committee:***

<b>President:</b> 	<b>Michele Cameron</b> Michele has served a total of twenty-five years on our Pmb Aero Club Committee. She has spent a total of eighteen years as Chairman, and seven years as Club President to date.  Michele started flying in 1990 and earned her PPL & NR at the Aero Club.  During this time, she started a Charter Company, Cranford Air, with Andrew Campbell. Cranford Air still operates from Virginia Airport. Michele is also the owner of the popular Cacao Chocolate Bar at Gateway Shopping Centre.
<b>Chairman:</b> 	<b>Anthony Grant</b> Anthony has served the Aero Club for seven years, five as a Committee Member, and the last two years as Chairman.  Anthony is a Private Pilot and often used his aircraft for work.  He is an Attorney who specializes in Insolvency Special Recoveries.
<b>Vice-Chair:</b> 	<b>Cameron Mackenzie</b> Cameron has served the Aero Club as a Committee Member for five years.  He is a Gyrocopter Pilot and is presently studying for his PPL at 43 AirSchool.  Cameron may call himself a “Grocer”, but he is the owner of a few SPAR branches, one of which is the very popular Parklane Spar in Pietermaritzburg. He is also very active with the Canoe Club and the Annual Duzi Canoe Marathon.
<b>Treasurer:</b> 	<b>Martin Hellberg</b> Martin has been our Treasurer for the past thirty-five years. He became Treasurer at the 1982 AGM, and has served the Aero Club as Treasurer ever since.  Martin has been flying for over 42 years, longer than he has been driving. He completed his CPL but chose to revert to PPL. In 1994, Martin won the SA Rally Championships along with Frank Eckard and in 1995 they were one of the 5 SA teams that flew in the World Rally Championships in Denmark.  Martin is a partner at Ash, Hellberg & van Rooyen, Chartered Accountants (SA) in an office of forty people.

## Committee Member *Nominations*:

<p><b>Steve Svendsen –</b></p> 	<p>Steve has served on the Committee for three years. This past year his Portfolio has been: Club and Staff Management. Steve and Mike, (below), were the driving force behind the new General Aviation Section, saving many Club Members, Students and Instructors from going through Airport Security for access to Club and Private Aircraft. Steve brought Meals back to the Club, and has created the spacious and much needed new Flight Instructor's Office. Steve has also played an integral role in sorting out the Fuel pumps for the Aero Club, (the lifeblood of the Club's income).</p> <p>Steve is a Commercial Pilot with a Charter Business in Mozambique.</p>
<p><b>Mike McDonald –</b></p> 	<p>He has served on the Committee for one year, and has kindly agreed, after some encouragement, to stand again this year.</p> <p>Mike has served the Club this last year by taking on the Flight School Office Bearing position of RPA – <i>Responsible Person - Aircraft</i>. These duties extend to keeping an eye on all Maintenance and costs performed on our Club Aircraft.</p> <p>He holds a PPL and is presently doing his Multi-Engine Rating.</p> <p>Mike calls himself a "Shopkeeper", but in reality, he owns more than one Build-It outlet.</p>
<p><b>Gary Keyser –</b></p> 	<p>Gary has served the Club for four years, two of these years were served as Chairman, and the most recent two as a Committee Member. Gary has held the Flight School Office Bearing position: CEO / Accountable Manager since 2013.</p> <p>He has a PPL, and is presently building an RV9.</p> <p>Gary is a Building Contractor.</p>
<p><b>Gary Hughes –</b></p> 	<p>Gary has been on the Committee for two years. He has been a Club Member for over twenty years.</p> <p>He started flying in 1972 and holds CPL.</p> <p>Gary is a Timber Consultant for an International Group.</p>
<p><b>Hes Hamilton –</b></p> 	<p>This is the first time Hes has stood for the Aero Club Committee.</p> <p>Hes obtained his PPL last year through the Pietermaritzburg Aero Club.</p> <p>His career experience is spread over a number of multinational companies in the automotive industry from Engineering to Sales &amp; Marketing and General Management. At the time of his retirement in 1994, he was Vice President of a large Nissan concessionaire with 800+/- employees of mixed nationalities and religions. The position covered all commercial activities of the business with full responsibility for profit and loss.</p> <p>Hes was able to fulfil a life-long ambition to retire in his early 50's.</p>

## June Fly-away Weekend

Fun filled destination! Get away from it all for a well-earned rest.

Event: Amphitheatre Fly-away

Date: Fri 23 or Sat 24 to Sun 25 June 2017

Time: departure 3pm Fri or from 7am Sat LMT

Venue: Amphitheatre Backpackers



### Details:

→ A stunning spot has been uncovered at the foot of the Drakensberg Amphitheatre, on the edge of Woodstock Dam where you can let your hair down and just become a humanBEING for a day or two while you escape the world of humanDOINGS.

→ Enjoy modern luxuries without modern stress at ridiculously reasonable accommodation rates.

→ You deserve it.

→ If you want to bring more folk than you can fit in your airplane, they are welcome to come by road.

→ See "Breakfast fly-away destination from FAPM" below for facilities and other details.

**RSVP** Telani Lithgow if flying-in, on [telani@pmbaeroclub.co.za](mailto:telani@pmbaeroclub.co.za) by 16 June 2017, for Airstrip prep purposes. Please book your own accommodation through Eleanor 076 822 7508 or [amphibackpackers@worldonline.co.za](mailto:amphibackpackers@worldonline.co.za)



## Elmirador fly-in



Event: Elmirador Fly In:

Date: 15<sup>th</sup> July, 2017, Saturday.

Time: Arrivals from 7h30 am.

Venue: Elmirador Airfield, in airfield directory, let me know if you need co-ordinates.

BREAKFAST: 9H15am “On the Game Viewing Deck – Lapa” – see attached picture.

COST: R100 per person.

RSVP: Email numbers and aircraft to Hannes Scharf – <mailto:pjscharf@sai.co.za> by 1<sup>st</sup> July...

The Drakensberg Brewery owned by Nick Roberts is currently under construction.

He might have the attached Craft beers on sale strictly for consumption after flying at home...!

We look forward to having a good turnout again.





## Fuel Price

&

## Fleet Hours

	<i>April 2017 figures</i>
Avgas - R19.30	C150 - 2.4
Jet A1 - R11.80	C172's - 49.2

## New Members

A warm welcome to Bailey Green who has joined us to complete his PPL.

## Club Comms

**A BIG Thank-You** to the van Vuurens for their donation of R1350 to the Aero Club, which was gifted towards KNI's overhaul as a result on fun fines imposed on Regina van Vuuren's Party Guests for transgressions such as cheeking the Fine Master, charfing the Birthday Girl, being Too Good, etc. at her 50's themed Party held at the Aero Club on 13 May 2017.



xxx

We will be updating our Members List, and will be adding Missing Members to our Club Facebook and WhatsApp Groups.



Please remember you can turn WhatsApp Group Notifications to **SILENT** for a year, so that messages don't annoyingly alert you of their arrival.

Please feel free to leave the Group if you really don't want to know what's happening in your Club.

But here's a friendly warning: **YOU MIGHT MISS OUT ON SOMETHING LEKKA!**

## Aero Club Shop

### **Branded Clothes:**

Pmb Aero Club Golf Shirts	R 230	In stock
Pmb Aero Club Peak Caps	R 70	Out of stock
Pmb Aero Club ties	R 35	In stock
Pmb Aero Club Jersey	R 260	In stock
Epaulettes	R 290	Out of stock
Pmb Aero Club Wings	R 220	In stock
Pilot Logbook (large)	R 300	In stock
Fuel Tester	R 178	In stock
Headsets	R2,736	In stock
Headset bag	R 364	In stock
Durban Maps – laminated one side for easy folding: 1:500 000 & 1:1 000 000	R 45	In stock

### **Books:**

PPL – by Jim Davis	R 130	In stock
The Air Pilot's Manual – by	R 700	In stock

### **Avex Study Notes for PPL:**

Principles of Flight	R 171	In stock
Navigation	R 176	In stock
Meteorology	R 210	In stock
Human Performance	R 166	In stock
Flight Performance	R 148	In stock
Aircraft General	R 214	In stock
Airlaw	R 166	In stock

Radio Handbook – Dietlend Lemp	R 220	In stock
Aero Club PPL Bag	R 250	In stock

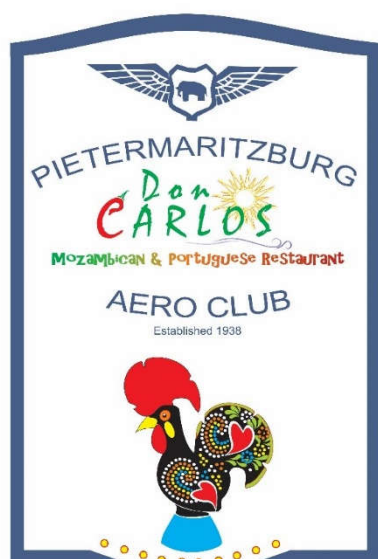
**Nav Tools:**

Square Protractor	R 190	In stock
Ruler	R 195	In stock
E6B Whizz Wheel	R 250	In stock
CX2 Pathfinder	R1,400	In stock
Aircraft Checklist	R 30	In stock
Kneeboard	R 385	In stock
First Lesson Brief	R 30	In stock
Bumper Stickers	R 10	In stock

Bumper stickers are especially useful if you struggle to remember the key code to enter the Club's big black gate, as the code is the year the Club was established (followed by a # - or it won't unlock), and appears on at least one of them.

Dampen the sticker before applying to vehicle as you can then adjust the position and smooth out creases. It will stick good and proper within 30 minutes.

## Aero Club "Don Carlos" Restaurant



The Pietermaritzburg Aero Club "Don Carlos" Restaurant is open at the Club from Wednesday to Sunday from approximately 10am to whenever the last person leaves in the evening or late afternoon.

Monday and Tuesday normal toasted sarmies are available at the Club for R15: Cheese, tomato, ham (or any combo thereof); or chicken mayo, on white or brown bread.

Wednesday to Sunday, please order from "Don Carlos".

We would like to be able to continue to offer this service at the Flying Club, and your support will make this possible.



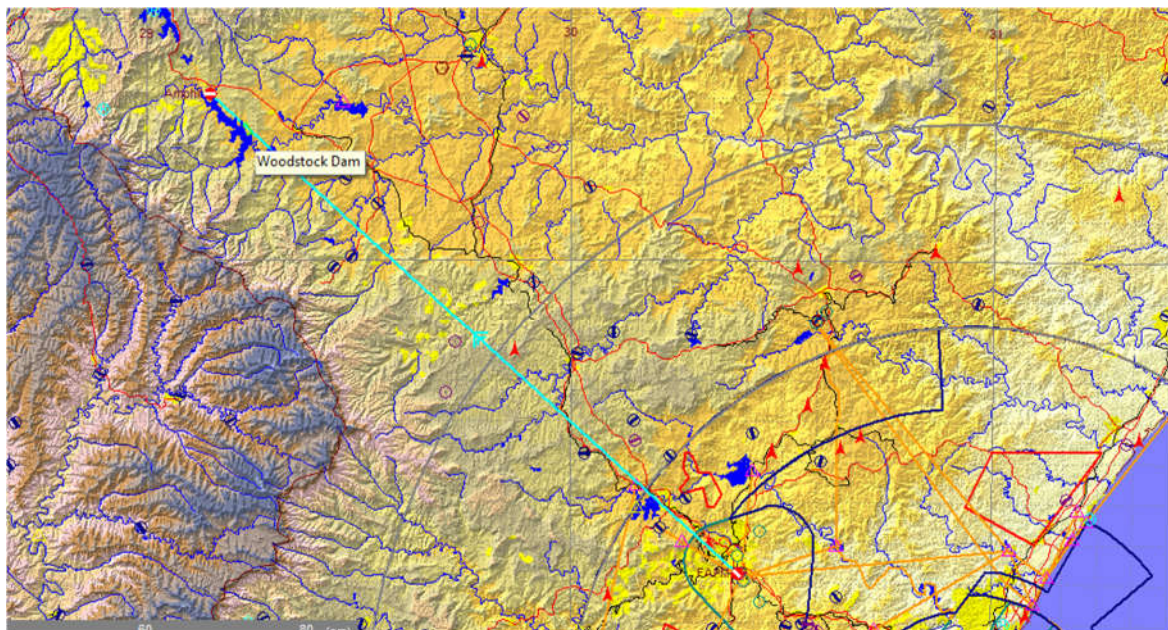
## Breakfast Fly-Away destination from FAPM

We will be highlighting one breakfast fly-away destination in this and following Telstar's to act as reminders of the variety of spots there are to visit in KZN.

Last month: Battlefields Country Lodge & Sports Resort

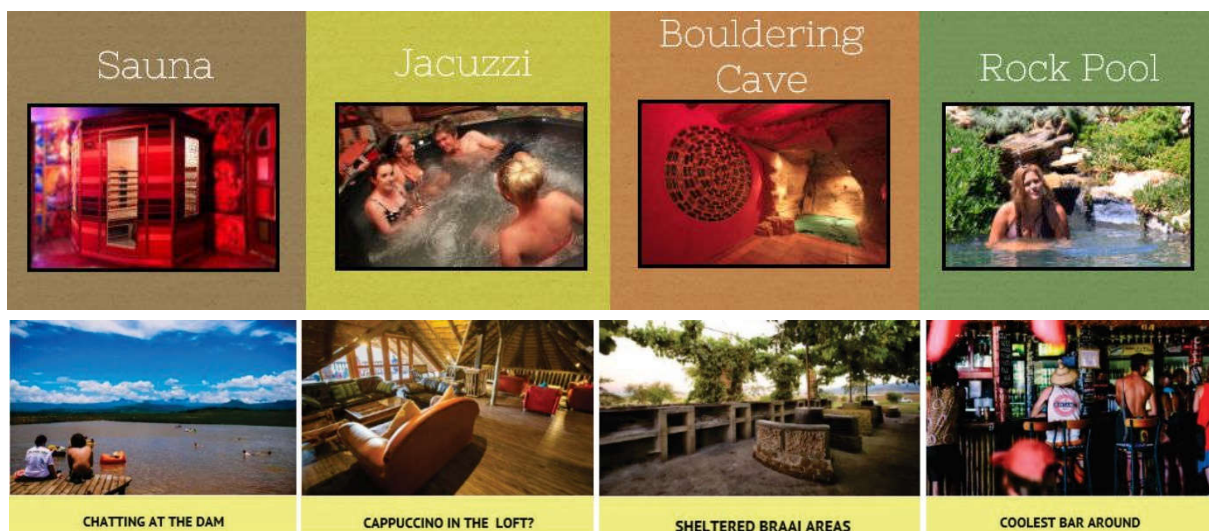
This month: **Amphitheatre Backpackers**

Distance from FAPM : 88nm



FACILITIES : Accommodation incl: Twin Rooms; Double Rooms; Group Rooms; Dorms ;  
Camp Sites; Safari Tents

**AND**



... and more... SEE THE WEBSITE FOR DETAILS

WWW: [amphibackpackers.com](http://amphibackpackers.com)

DISTANCE FROM THE AIRFIELD:

Co-located

CONTACT:

Reception - 082 855 9767

Eleanor - 076 822 7508

[amphibackpackers@worldonline.co.za](mailto:amphibackpackers@worldonline.co.za)



ELEVATION: 3900ft

CO-ORDINATES:

S28 39 / E029 09

RUNWAYS:

11/29

1000m

Grass

NOTES: Regularly used by crop-sprayers



## Committee Corner

ZS-KNI simply has not sold with her now completely time-expired engine. The merits of her future are still being weighed by the Committee, whether to put her on blocks, overhaul the existing engine, or upgrade her, and if so, to what extent. Her Airframe is in pristine condition.



The Sling is still in the process of being obtained for hire. It has been in maintenance and we are



waiting for CAA's paperwork before we may submit ours to get her on our training license. Members will be informed as soon as she is on our books for training.

## Instructors Input

Definitions:

The difference between [Flight Test](#), [Competency](#) and [Recency](#):

You only EVER do a [FLIGHT TEST](#) if you do not have a license or if your license has lapsed for more than three years.

A [Flight Test](#) includes a General Skills Test AND a Cross Country Test. This flight must be recommended in writing by your Flight Instructor, and must be done with a Grade II Flight Instructor or higher Instructor Rated pilot.

A [Competency Check](#) is to make sure your flying is up to standard. This is the flight you do with a Grade II Flight Instructor or higher rating once you already have a PPL. This is done every SECOND year, except after your [Flight Test](#), in which case it is done within 12 months.



There used to be law stating minimum hours to maintain your PPL. This fell away ages ago. Now all you have to show when you renew your license is **Recency**. **Recency** means you have done three take-offs and three landings within the previous ninety days, so you may fly pax. Remember, these have to be full stop landings for taildraggers, and have to be at night if you want to take pax for night flights.

### Conversions... Differences & Familiarization

**Differences** training requires the aircraft to be on the Flight School TOC (Training Operator Certificate). This is needed for new systems, eg VP Prop, Retractable undercarriage, Geared engines; and for Type Conversions like Turbine Aircraft etc. **Familiarization** does not require a flight in the aircraft, which means you already have all the aircraft systems for this conversion on your license. Your Instructor may, however, want to check you out on a “safety flight”. The aircraft does not need to be on the Flight School TOC.

The new requirements for addition to the Flight School TOC, including Owner Aircraft for Owner Training, are cumbersome, time consuming, short lived (for owner training – 30 days ), and expensive.

## Safety Culture

Pietermaritzburg Aero Club is committed to safety.

Reminder: there are Aviation Hazard Reporting forms in the **RED folder** on the Aircraft sign-out desk. Individuals are also reminded that should you have a concern regarding Aviation Safety, you may submit your concern on the CAA’s confidential whistle-blowers page on their website [www.caa.co.za](http://www.caa.co.za)

The SACAA Representative at our Ad-Hoc Inspection, (which we, Pmb Aero Club Flight School, CAA/0029, passed with NO FINDINGS on 23 May 2013), strongly suggested that Members be informed that, although anyone may raise a Safety Issue with the SACAA, through the abovementioned forum, the CAA will only deal through the CEO/ Accountable Manager of the Flight School concerned should the Flight School be part of the issue raised. This goes for every Club / Flight School in South Africa.

**NB** – ALL Safety Meetings are COMPULSORY for Student Pilots, and PPL’s are required to attend at least ONE per annum.

## Members Submissions

Please feel free to contribute if you find something interesting, an article, a joke, a recommended book, or, even better, a personal experience.

This month Luke Volans stumbled across this from [tips@pilotworkshop.com](mailto:tips@pilotworkshop.com) for IFR Pilots:

*IFR pilots, don't make this mistake...*

Even though you are instrument rated and current, a trip to a big city airport throws you a curve. You get a "climb via" clearance from ATC and aren't sure what to do.

Watch this video and see if you can follow the ATC clearance...

<http://email.pilotworkshop.com/link.php?M=1270340&N=976&L=794&F=H>

This video presents a real IFR scenario and lets you decide the best course of action. Put your knowledge to the test and pick up some useful advice from our instructors.

Until next month, happy flying!

Telani Lithgow

WhatsApp: 082 490 1654

Email: [telani@pmbaeroclub.co.za](mailto:telani@pmbaeroclub.co.za)