



NOV/DEC 2017 EDITION
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Pub Talk

A year of flight - 2017

It has been a busy year at the Aero Club. 2017 has brought the following:



Premises

The construction of the new General Aviation Area at the beginning of the year has created not only a friendlier ambience, but has also saved us the hassle of having to go all the way round and back through Airport Security for each flight from our Club and Apron area.



The dining area has been re-designed, a Flight Instructor's Office has been created, and the Pool area has been upgraded to include a stunning built-in braai.



Meals have been brought back to the Aero Club with Don Carlos's Restaurant; we have a Club "Shop Window" and display area for our "long forgotten" Club Trophies.

Club Aircraft

The Club hired a Sling 2 for 3 months from mid July, (ZU-FVU), and on the strength of its popularity bought a new, (pre-owned), fuel injected, dual EFIS *Sling 2 – ZU-WES*, in September, which was processed through the CAA onto our books, ready for training at the end of October.



ZS-KNI, not being sold, is getting a new overhauled engine, the same as *ZS-KVW*'s. The factory overhauled engine is expected to arrive in mid- January 2018, so *KNI* will be back in service once this has been properly installed, tested, and CAA approved.

The authority to sell *ZS-JKK* was approved by SGM held on 24 Oct, and *ZS-KNI*'s time-expired engine is also for sale.

FOR SALE - C150M ZS-JKK

Total time AF: 12 188
 Prop Total time since O/H: 1246
 Engine 2497
 Engine since O/H: 968 TBO (2000)
 Airframe: 8/10 - Interior: 7/10
 Sold with fresh MPI: R320,000 ex VAT ono



PIETERMARITZBURG

 AERO CLUB

Contact Julie at Pmb Aero Club - 033-386-3952 - pmb-aero@mweb.co.za

FOR SALE - C172N Engine



Lycoming 0-320 H2AD Timex complete Engine,
in good running and all round condition.
All maintenance schedules & Blow by's available.
R50,000 ono

Contact Julie at the Pmb Aero Club
033-386-3952
pmb-aero@mweb.co.za



Weather

This year has brought hail, snow and floods in Durban, but thank goodness far more stunningly sunny, excellent flying days. The winter haze was barely noticeable in comparison the dreadful winter haze in 2016 which often put us into IMC conditions last year.

Events

As well as numerous smaller events, there have been fly-aways, fly-in breakfasts at El Mirador, (three times), and the Himeville fly-in, as well as an unsuccessful fly-away to the stunning Amphitheatre Lodge, and the lowering cloud trapping pilots for a forced extra vacation day during

the successful Magwa Fly-away, (Magwa was in September last year – we need more of those!). We have had our Annual Spot Landing Competition in May, and an incredible tale about the trip to America through Africa, to Greenland, and Canada in ZS-NTG, *the Twin Comanche*. We had a PPL Instrument Training Course run by Louise Hahn of Aviation Training from Johannesburg, and our annual Safety Campaign presentation from the CAA, which was fairly well attended, but not nearly as popular as Frannek and Iain's tale of their Africa to America adventure. We had the usual Restricted Radio Courses, and not as much.



Aircraft Accidents

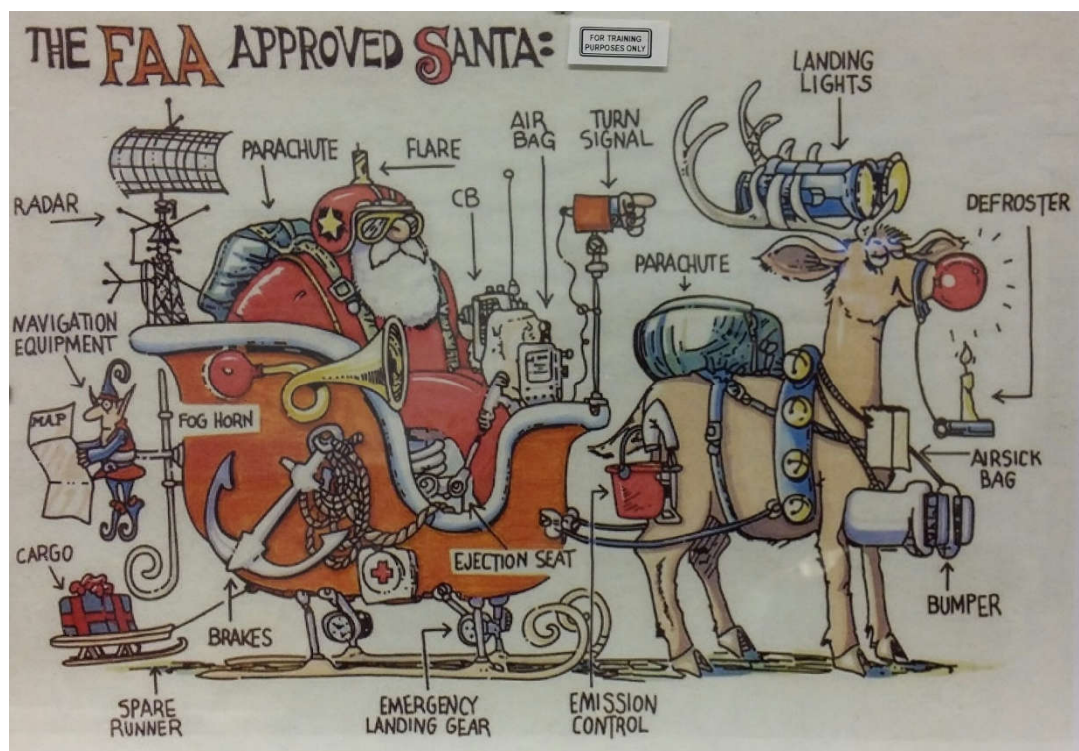
Although there have been a few aircraft accidents in KZN, they have fortunately not been fatal, and none of them with our Club aircraft.... Let's keep it that way!

December 2016 had the twin Comanche land up on the Hilton Ridge at Mt Verne due to poor fuel management – which turned out to be a godsend for ZS-NTG's trip, emergency spares being at hand. A Piper Warrior had an engine issue just on take-off and landed in the sugarcane at Emoyeni in January, a Jabiru lost its propeller in March and landed in the sugarcane on the South Coast; and Cessna 175B had a conrod push through the head so the engine stopped in September over the Tugela Valley.

The Comanche and Cessna were both write-off's but the Piper and Jabi were both repaired, and to my knowledge, both are flying again.

Flight School

The Aero Club flight school's most recent inspection has once again passed without a hitch and the great news is that it will be renewed for 5 years instead of the usual 1 year.



Fuel Fluctuations

In April this year the price of Avgas was R19.50 per litre, and has increased to R20.70 per litre by Dec. Jet A1 has increased from R11.20 to R12.40 over the same period. I think car fuel prices have had larger increases than that this year.



Recent Events

Fly-in & Open Day at Grass Roots



There was a Fly-In and Open Day at Grass Roots on Saturday, the 16th December.

As before, it took the form of a Fly-In for those who could, and a Drive-In for those who couldn't fly in.



Gerald Maddams, President of EAA Ch1502 "East Coast", had mowed and checked over all the ground and the runway, and reported it was lovely. The extra Aircraft parking area down towards the

road at the 30 end of the runway had been checked for holes, etc., and was perfect and safe. The four aircraft that flew in, however, chose not to brave the 440m grass strip and elected instead to land at the longer adjoining airfield, Light Flight.

Being a Bring-and-Braai, all were asked to bring family, chairs, blankets, salads and refreshments and all 1502 members and their families were invited. Fortunately, only 80 plus folk arrived, which made a comfortable number for the size of the airfield. The weather was lovely and there was lots of aerial activity by the Grass Roots guys to keep the crowd entertained.

Gerald can be reached on his cell 0725615469

Christmas Party Dinner

The Club Christmas Party was held on the 24th of November this year at the Aero Club. Although not a large turn-out, it was still a reasonable one. The buffet dinner was good value and the live singing by Bianca Santoro, playing her acoustic guitar, was world class!



Fuel Price



incl VAT	Previous Rate	Current Rate
AVGAS	R19.90	R20.70
JET A1	R12.10	R12.40

Fleet Hours & Hire Rates

All prices are VAT inclusive.

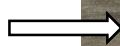
	June 2017	July 2017	Aug 2017	Sept 2017	Oct 2017	Nov 2017	Dec 2017
C150	5.6	7.6	1.0	0	0		
per hr hire rate wet	R1480	R1480	R1480	R1480	R1180	R1180	R1180
C172	34.8	24.5	8.6	10.4	8.6		
per hr hire rate wet	R1850	R1850	R1850	R1850	R1850	R1850	R1850
Sling 2	n/a	14.3	60.3	65.7	24.5		
per hr hire rate wet	n/a	R1000	R1000	R1400	R1400	R1000	R1000
Arrow (dual ph only) wet				R3580			
TOTAL CLUB A/C HRS	40.4	46.4	69.9	76.1	33.1		
Instructor rate	R387.60 per hour flying R250 per hour briefing.						

New Members

A *warm welcome* to Hal Wooding, and to Robert Haesloop, Mike Goosen and Mark Moskovitch who have joined us to do their PPL's.

* * *

Playing with paper airplanes...



Club Comms

First SOLO!! CoNgRaTuLaTiOnS to

Pierre Bekker who flew SOLO on 28-10-2017 in ZU-WES	and Lucio Santoro who flew SOLO on 24-11-2017 also in ZU-WES.
	

Club Improvements



A BIG Thank-You

to Lucio Santoro
who has custom
built and donated a
heavy duty, stainless
steel braai to our
Club!

If any other
Members are willing
or able to donate
time, money or

goods to the Club, we would all benefit from, please contact me through the Club or on my Cell if
you can toss something our way, Telani 082-490-1654, Julie 033-386-3952.

Young Pilots & Co Party Night

We plan to start having an evening dedicated to YOUNG PILOTS and friends, anyone 21 and under, (or 23 and under??).

Therefore, we need people in this age group to STEP UP and help with what people 21 and under expect at such an event.

Jono Wing and Stuart Beach, we are all counting on you to help make this happen! Anyone else willing to help, please step forward. (Contact me... my details at end of this newsletter, or Julie, on 033-386-3952)



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Pmb Aero Club Facebook & WhatsApp Groups

If you know of something Aviation Related, please feel free to post it on the Pmb Aero Club Facebook Group or WhatsApp Group, or let Telani or Simon know about it.

* * *

Don Carlos Restaurant

Don Carlos Restaurant is open at the Pmb Aero Club from Wednesdays to Sundays from about 10h30 am till the last person leaves in the evening for lunch and dinner.

If you plan to come in for lunch Wed to Sat, please make prior arrangements with Carlos.

Sunday Lunch is always available, it assists Carlos for planning if you give him a heads-up.

Carlos cell: 079-784-2056



Don Carlos is available for private & corporate functions too!

Aero Club Shop



New Arrivals

100% Cotton Polo shirts

&

Peak caps



Branded Clothes:

Pmb Aero Club Polo Shirts	R 250	In stock
Pmb Aero Club Peak Caps	R 75	In stock
Pmb Aero Club ties	R 35	In stock
Pmb Aero Club Jersey	R 260	Out of stock
Pilot Logbook (large)	R 315	In stock
Fuel Tester	R 178	In stock
Pmb Aero Club Wings	R 220	In stock
Epaulettes	R 290	Out of stock
Headsets	R2,736	In stock
Headset bag	R 364	Out of stock
Durban Maps – laminated one side for easy folding: 1:500 000 & 1:1 000 000	R 50	In stock

Books:

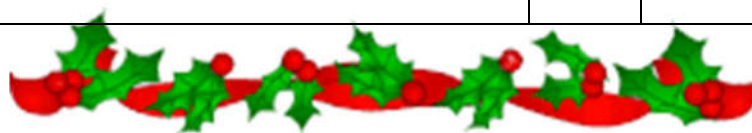
PPL – by Jim Davis	R 130	In stock
The Air Pilot's Manual – by	R 700	In stock

Avex Study Notes for PPL:

Principles of Flight	R 178	In stock
Navigation	R 225	In stock
Meteorology	R 218	In stock
Human Performance	R 173	In stock
Flight Performance	R 153	In stock
Aircraft General	R 214	In stock
Airlaw	R 170	In stock
Radio Handbook – Dietlend Lemp	R 230	In stock
Aero Club PPL Bag	R 250	In stock

Nav Tools:

Square Protractor	R 215	In stock
Ruler	R 200	In stock
E6B Whizz Wheel	R 250	In stock
CX2 Pathfinder	R1,400	In stock
Aircraft Checklist	R 30	In stock
Kneeboard	R 380	In stock
First Lesson Brief	R 30	In stock
Bumper Stickers	R 10	In stock



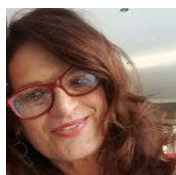
Committee Corner

Every month, (excluding December), the Committee Members meet to discuss Club Matters. These matters include fuel, and fuel delivery maintenance, Club maintenance, bar takings and stock, publicity and entertainment, confirmation of the previous months minutes, flying hours and rates, aircraft maintenance, finance, new members & resignations, the Telstar, correspondence and any other matters arising. This is excluding the AGM and any SGM's.

On behalf of the Aero Club Staff and Club Members, I wish to thank the Committee for their dedication and excellent work this last year in service to the Pietermaritzburg Aero Club.

The Committee as it presently stands:

President:
Michele Cameron



Chairman:
Anthony Grant



Vice-Chair:
Cameron Mackenzie



Treasurer:
Martin Hellberg



Committee Members:

Steve Svendsen

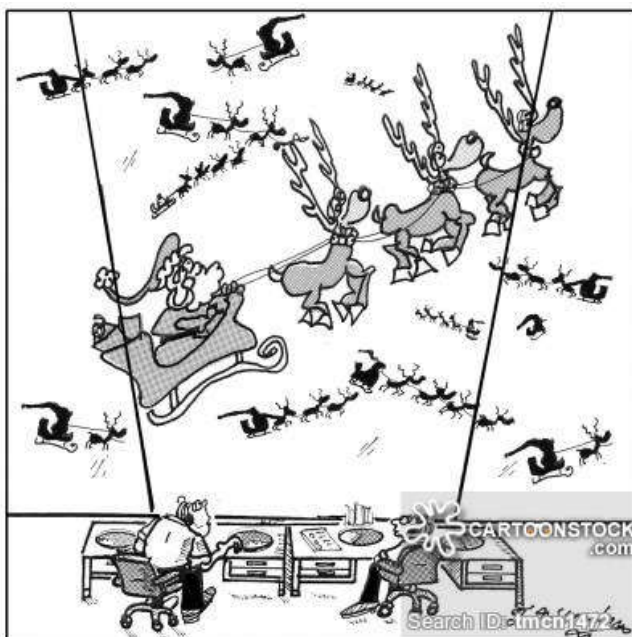


Gary Keyser



Gary Hughes





"Having a zillion Santa's helpers on the ground is fine, but when they all take to the air, it's an air traffic nightmare."

Instructors Input

Safety Culture

There will be THREE Safety Meetings held by the Flight School in 2018. As part of your due diligence as a Pilot, and to cover yourself should any insurance issue crop up, please make an effort to attend at least one of them. We will make every effort to make it worth your while.

Reminder – Importance of Paperwork in Aviation

Part 185 of the CAR's (Civil Aviation Regulations) can be pretty nasty to pilots who are not pedantic with their paperwork. Please remember it is ultimately the Pilot in Command's responsibility to ensure the aircraft is fit to fly. This INCLUDES all the paperwork requirements for the SACAA.

Here is an example of the penalties for non-compliance:

If the Certificate of Registration is invalid, or if the Certificate of Airworthiness for the aircraft has expired, even if there is a valid Certificate of Release to Service, then a fine of R10,000 can be levied on an individual for a 1st offence, R20,000 for a 2nd offence and R32,000 for a 3rd offence. For an Organisation, this penalty increases to R40,000 for a 1st offence, R80,000 for a 2nd offence, and R160,000 for a 3rd offence.

There are 12 other offences that incur fines from R5000 to R160,000, but most of them are for purposeful acts of fraud or obstruction, it is only the one mentioned above that is from an act of omission.

Please remember to check ALL your paperwork before each flight.



Members Submissions

Bush bound

By Lucinda Baty (better known as Tot)

The last of the stars glimmered faintly as we climbed out of the sleepy hollow of Pietermaritzburg, leaving the familiar behind for the exchange of the adventures of the Delta. Somewhere between Newcastle and Pilansberg, the sun softly kissed the wing tip, with its warmth spilling into the slightly nippy August air filled cabin, causing my two excited passengers in the back to fold up their blankets.

There is never much happening on the airwaves on early Sunday mornings, except for the odd sleepy controller instructing you to change frequencies as we crossed from one airspace to another. We squeaked our way to customs at Pilansberg International, just as the staff arrived at work. With the usual "Gen Dec" completed, passports stamped, coffee cups packed away and rusk crumbs already scooped up by the local feathered inhabitants of the North West, we climbed back into our trusty Baron, for the quick hop across over the mountains to Sir Seretse Khama International airport.

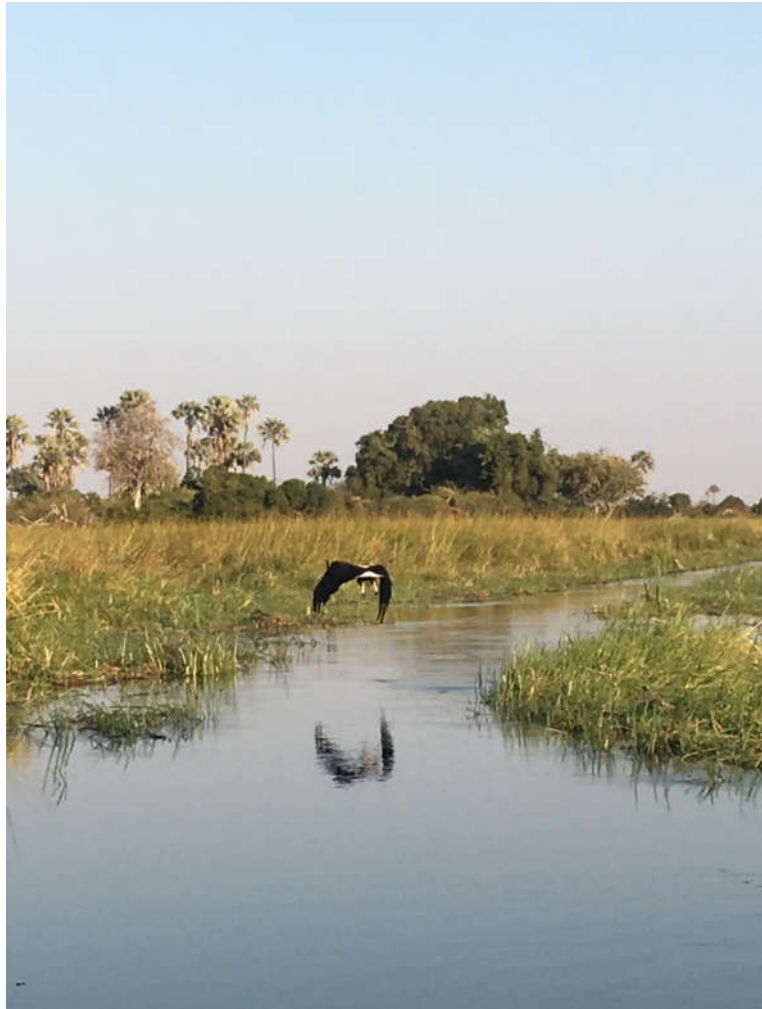
Once in Gaborone's airspace their controllers vectored us around the restricted area, which is a mere stones' throw from the airport resulting in a seamless transition from South Africa to the unfamiliar. It's always a bit tricky for the first timers like myself, navigating the unknown, but with the recent radar installation, all fines and charges were avoided!

More helpful airport staff, stamped passports, another Gen Dec, some fuel for our bird, a last toilet stop, and we were off, barrelling down the Boeing sized Tarmac of Botswana's capital; the bush was beckoning. The last two-hour leg had begun, none of us too concerned, for us expectant virgin delta visitors.

The expanse of the Central Kalahari can't quite be grasped until you've rumbled over it in a plane. The odd squawk from a local controller over the radio requesting ETA's and radials and distances, keeps one situationally aware, if not for the Makgadikgadi Pans enroute, an unmistakeable landmark.

It was one of the more restful flights up to our camp, apart from the odd tap on the shoulder from one of the passengers who had taken it upon himself to always be informed of our ground speed! We skirted past Maun's TMA to the west, hoping to stay clear of what to the uninitiated seems like a chaotic swarm of lodge hopping 206s, Caravans and Airvans.

In an instant the Delta was upon us, with that expanse of water stretching as far as the horizon, interspersed with palm trees and greenery, quite something to behold for the first time! With nothing but desolate land behind, and the beckoning of the spectacular place beneath, we commenced the decent to our strip on Hunda Island, the nearest one to our camp. A runway inspection from the air and it was confirmed that our gravel spot for landing was wildlife free. Wheels down, three greens, lights on, flaps down and we were ready to land. With wheels firmly on the



ground, and our landing roll coming to an end, a herd of Impala shuffled past the runway, *this is Africa and we had arrived*. Parked, chocks in and our guide appears with a big smile, welcoming us. He's clutching thorn bushes and informs me sometimes the hyenas have a taste for aeroplane tyres! We truly had arrived in the wilds of Africa.

Convinced that not even the hungriest hyena would be able to pass the thorn barricade, we climbed in the four-wheeled transport. Bumping our way along to camp, under the midday sun, hot, but not unbearable, our guide informed us as to how camp was run, meal times, game drives etc. Upon arrival at the camp, we were welcomed with open arms by managers and staff, as if we were distant

family returning after a long trip. Lunch was beautifully laid out on the deck, with vast expanses of delta encompassing the camp. We were shown to our rooms, each one separate, with outside shower, and views into the heart of the bush. There wasn't much that the staff and camp hadn't thought of, with the "pilot" room, having over and above one's needs.

The pace of life there certainly encourages rest for the soul, with afternoon siestas being planned after lunch and before the evening game drives. The evening sunsets were nothing compared to pictures that we see, but even more beautiful. We spent three nights on Hunda island, from early morning game drives and coffee with lions, to sundowners next to the zebras, we experienced most of what the delta has to offer through sights and sounds.



It truly is a piece of heaven on earth, quite untarnished. It's a place that enriches the soul and memories of those who experience it, of which I've been privileged enough to be a part of. Adventure and life experience was had by the three of us, and with full hearts we made the flight back to normal life, with 285 horses on each side taking us home.

* * *

From Cyril Gamede

[08:29, 12/26/2017] Cyril Gamede: A Boeing 777 wide body jetliner was lumbering along at 800km/hour at 33000 feet when a cocky F-16 fighter jet flashed by at mach 1.5

The F16 pilot decided to show off. On his state of the art radio that is part of his state of the art 3 D & million dollar headset the F16 youngster told the 777 pilot, "Hey Captain Watch this!"

He promptly went into a barrel roll followed by a steep unimaginable vertical climb. He then finished with a sonic boom as he broke the sound barrier as the F16 screamed down at impossible G's before levelling at almost sea level ...

The F-16 pilot asked the 777 pilot what he thought of that?

The 777 pilot said, "That was truly impressive, but watch this!"

The 777 chugged along for about 5 minutes at the steady 800km/hour and then the 777 pilot came back on and said, "What did you think of that?"

Puzzled, the cocky F-16 pilot asked, "What the heck did you do?"

The 777 pilot chuckled and said,

"I stood up, stretched my legs, walked to the back, used the toilet, then got a cup of coffee and a cinnamon roll and secured a date for the next 3 nights in a five star hotel paid for by the company"

Lesson of life:

When you are young & foolish - speed & flash may seem like a good thing!

When you get older & smarter - comfort & dullness is not such a bad thing! It's called S.O.S. -

Slower, Older and Smarter!

Dedicated to all my friends approaching the S.O.S. category.....

* * *

From Joseph Martin

Air Commodore Vishal was a Jet Pilot. In a combat mission his fighter plane was destroyed by a missile. He however ejected himself and parachuted safely. He won acclaims and appreciations from many.

After five years one day he was sitting with his wife in a restaurant. A man from another table came to him and said "You're Captain Vishal ! You flew jet fighters. You were shot down!"

"How in the world did you know that?" asked Vishal.

"I packed your parachute," the man smiled and replied.

Vishal gasped in surprise and gratitude and thought if parachute hadn't worked, I wouldn't be here today.

Vishal couldn't sleep that night, thinking about that man. He wondered how many times I might have seen him and not even said 'Good morning, how are you?' or anything because, he was a fighter pilot and that person was just a safety worker"

So friends, who is packing your parachute?

Everyone has someone who provides what they need to make it through the day.

We need many kinds of parachutes– we need the physical parachute, the mental parachute, the emotional parachute, and the spiritual parachute.

We call on all these supports before reaching safety.

Sometimes in the daily challenges that life gives us, we miss what is really important.

We may fail to say hello, please, or thank you, congratulate someone on something wonderful that has happened to them, give a compliment, or just do something nice for no reason.

As you go through this week, this month, this year, recognize the people who pack your parachute.

😊 I just want to thank everyone who packed my parachute this year one way or the other- through your words, deeds, prayers etc!! Don't want to take any of you for granted.

From the bottom of my heart with all my love ♥

Wishing you a pleasant and a memorable end to 2017 and an awesome beginning to 2018

From John Campbell

On the 19th of Dec John Campbell was forced to abandon the take-off from Vic Falls on a scheduled flight.

See the pic on the right.

He says: I lost one on take off at Victoria Falls in an A330 . Hit a very big Hornbill - loud bang and immediate engine stall. Rejected take – off.

He had to wait a day or two for the fan blades to be replaced.



His last misadventure was in September when the conrod on his new engine in his C175B pushed through the block due to a bearing issue. Lets hope this doesn't happen in three's!

* * *

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

Please also feel free to contribute flying related content on the Members Only Facebook Group: Pietermaritzburg Aero Club (PAC).

Until next year, happy flying!



Telani Lithgow

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Senior Flight Instructor

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