



PIETERMARITZBURG
AERO CLUB established in 1938

JAN 2019

TELSTAR NEWSLETTER



Photo by Lucio Santoro

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NEW YEAR'S RESOLUTION – FLY MORE !

A HAPPY NEW YEAR TO ALL ! MAY THIS ONE BE YOUR BEST YEAR YET !

**THE FRONT COVER IS ONE OF OUR CLUB MEMBERS, JOHAN RIEKERT,
CHILLING AT ST BERNARD'S PEAK NEAR SWARTBURG WHILE OUT ON AN ADVENTURE.**

Mystery as Woman Exits Small Plane Alone

Source <http://aviationdaily.news/2019/01/11/mystery-as-woman-exits-small-plane-alone/>



GROTON-NEW LONDON AIRPORT, CT – Two local men at an airport diner in Groton, CT watched in confusion as a woman exited a single engine Piper Cherokee alone and entered the FBO.

“Where’s the pilot?” wondered diner regular, Larry Nolan, 82. “I don’t see anyone else in the plane, do you, Frank?”

“Maybe he’s lying down in the back resting,” speculated his friend, Frank Schmucker, 75, also a regular at the Groton diner. “Go check.”

Saying they eat at this diner every morning to watch the planes come and go, Frank and Larry claim they have never witnessed anything this bizarre.

Diner waitress, Brittany Lewis, 23, wondered if perhaps the woman was actually the pilot.

“Don’t be silly, young lady,” Frank scoffed “The only woman I know of that’s ever flown a plane was that Amelia broad and look what happened to her.”

“Oh, and we need more decaf.”

Brittany was seen shaking her head as she walked away.

Larry later reported that, after close inspection, he could not see any men laying down inside the plane and that the only thing he could make out was a pink headset in the left seat.

“This is wild,” he said, looking completely baffled. “Who do we even call for something like this?”

The incident reminded Frank of a terrifying experience he had on a JetBlue flight in 2016, when two flight attendants were the only people in the cockpit when they closed the door to the plane. “The pilots never boarded!” he recalled in horror.

He added that one of the flight attendants was obviously the Captain’s girlfriend because she was wearing his shirt, “The one with the stripes on the shoulder.”

Frank noted that he did end up making it to his destination safely and that it was a surprisingly smooth flight. “Must have been one of those new automated planes that fly themselves.”

Deepening the mystery, it was later reported to Aviation Daily News that the woman re-entered the Cherokee alone and took back off without a pilot in sight.



Urgent SACAA Notice

Pilot logbooks without an endorsement section

Please note that effective 01 January 2019, pilot logbooks that do not have an endorsement section will not be accepted by the SACAA Licensing Department and all electronic logbooks must be accompanied by a certified endorsement page.

All old logbooks that do not comply must have an endorsement page pasted at the back of the logbook with the applicable endorsement entered.

Recent Events

SEAMS Workshop / Safety Meeting

At the recent meeting held on 19 January, the SEAMS system was explained, including useful functions for students and pilot's alike, as well as short-cuts for bookings and how to sign out and back in on the system.

For now, it is a bit more work as we are using both the manual and SEAMS system, but this will just be until we have everyone used to the new system.

Benefits include:

Booking summaries, easy to use interface, hours to oil change and MPI always visible, license expiry reminders for pilots, and the ability to sign out and back in on your cell phone.



oOo

**PLEASE NOTE – LATE CANCELLATIONS (less than 24 hours), and NON ARRIVALS for aircraft bookings
WILL BE CHARGED at R400 ! This is less than the cost of the loss to the Club.**

WEATHER and UNEXPECTED ILLNESS will get you off the hook, but please be in contact.

OTHER PEOPLE LOOSE THE OPPORTUNITY TO FLY IF YOU DON'T COME !

Upcoming Events

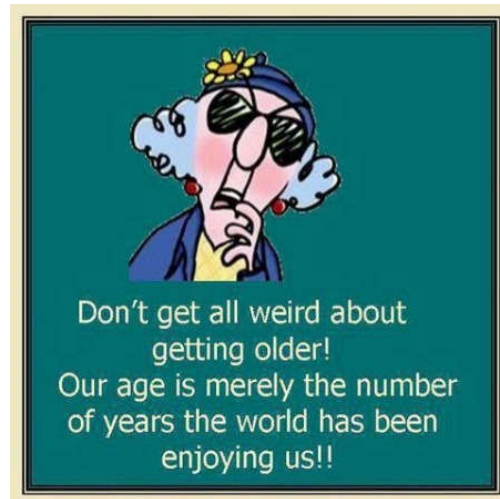
80th Celebration

When: Date to be announces

Where: Pmb Aero Club

Speaker: To be announced

**Keep a look out for details by Mail, Telstar and
WhatsApp !!**



Women With Wings



A new Club has been formed for the women of Pietermaritzburg and surrounds who fly.

The first meeting will be held at the Club in February. The date and time is a secret.

Hold onto your joysticks men, here come the Fabulous Feline Female Flyers in Force!

Wanna fly away with TAF?

Good Friday Slingers!

We hope you had a well-deserved break after a memorable 2018, from all of us at TAF we would like to wish you a great 2019 filled with more memorable moments in your Sling Aircraft.

This year we will be heading of to Lake Malawi, Pemba, Zanzibar, Pemba, Vilanculous and then back to our respective bases. It is going to be a fantastic tour and we are looking forward to enjoying this tour with you. We are teaming up with Essie Esterhuysen on his tour with 19 other aircraft and plan to follow 2 days after them and eventually overlap with them in Zanzibar and head back home 2 days later than them.

Prices for accommodation will be about R1 200.00 (90USD) per night making it a total of R28 800(2 100USD) per couple. We have space for 10 aircraft and our Sling Flying Adventures aircraft will also be available for Hire & Fly if you know of anyone else that would like to fly themselves but that doesn't have their own Sling yet. See www.flysling.com for more information on renting a Sling for the trip.

If you are interested please get in contact with us and get your deposit paid **ASAP** as there is minimal space available. It is critical to book your place in order to prevent disappointment.

The itinerary is as follows

- 25 June: Day 1 depart for Polokwane and stay for the night
- 26/27 June day 2/3 depart for Harare for fuel and onwards to Club Makokola Lake Malawi and stay for two nights.
- 28/29 June day 4/5 depart for Pemba Lodge/Krimizi hotel and stay for two nights.
- 30/1/2/3 July day 6/7/8/9 depart for Zanzibar and stay for four nights
- 4 July Day 10 depart for Pemba and stay for one night.
- 5/6 July Day 11/12 depart for Vilanculos and stay for two nights
- 7 July Day 13 depart for Polokwane/Rand

James Pitman will be representing TAF on this trip in ZU-TAF the prototype Sling 4.

Kind Regards

Bertus Janse van Rensburg

Sales Manager

The Airplane Factory (Pty) Ltd

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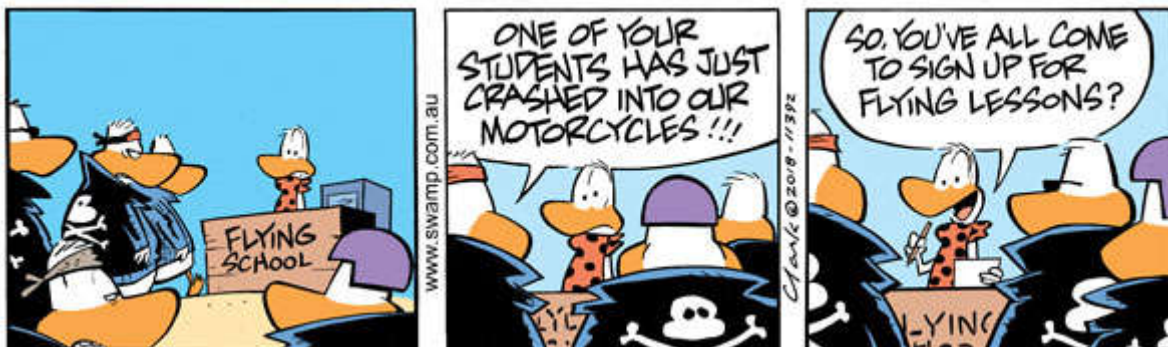
Club Comms

Fresh PPL's

CoNgRaTuLaTiOnS to Simon Purdon who passed his PPL Flight test in ZU-WES on 11 December 2018 !

WOOOHOOOOO!! Well done !

oOo



Fuel Price



Fuel Prices per litre

incl VAT	Aug'18 Rate	Sept'18 Rate	Oct'18 Rate
AVGAS	R21.60	R22.70	R23.20
JET A1	R13.60	R14.50	R15.40
	Nov'18 Rate	Dec'18 Rate	Jan'19 Rate
AVGAS	R22.50	R21.20	R19.90
JET A1	R15.40	R14.00	R13.40

oOo

Blast from the Past

Photos from Clive Dennison's post in Vintage Pietermaritzburg ~ memories



Clive Dennison > Vintage Pietermaritzburg ~ memories

I used to commute to school in 'Maritzburg, from my home in Manderston, on a buzz-bike. One morning in 1961, coming down a misty Lady St George's Hill, I encountered this crashed aeroplane largely blocking the road. The occupants all survived. The pilot's surname was Crouch, if I recall correctly. Lady St George's Hill is the hill leading out of 'Maritzburg towards Fox Hill, on the Richmond Road. Fox Hill was the site of a regular English-type hunt (with hounds and horses) in which Lady St George was a regular participant. I'm told, but cannot verify, that the only concession to the African locale was that the words, "Vat die jakkals" replaced the traditional "Tally-ho". The area is now part of a location called "France".

Photos from Clive Dennison's post in Vintage Pietermaritzburg ~ memories · 10 Jan · 🌐

oOo

Elanor Hoogewerf, (Ellie), did her PPL with Mel Barker, here at the Pmb Aero Club, quite a few years ago. She presently flies helicopters for the Military, and below is a pic from her 'office' in Kabul, Afghanistan, taken last month!

She is coming back for a short visit in March, when she will be renewing her fixed wing PPL, and is planning some fun flights. She wrote:

“In terms of mapping, I learnt with Mel using paper maps, a compass and a clock and got myself to Ladysmith and Dundee on my solo nav ex! I suspect those days might be long gone, although we (military) do still train occasionally in this.”



If you, like Ellie, are wondering about useful Nav Apps, take a look on the Club Website for recommendations under www.pmbaeroclub.co.za/pilot-resources for some recommendations. Any suggestions for more? Please email telani@pmbaeroclub.co.za with the info!

oOo

Penguins fly to PE

Ever heard of a Penguin that can fly? Well they can! With a little assistance... Craig Mee, one of our members, and owner of ZU-MEE, (the gorgeous RV10 that won the Concourse d'Elegance some months back), flew two Penguins from Durban, Virginia, to PE recently.

Craig says the Penguins were perfectly polite passengers. It was a superb flight that took in the region of only about 2 hours each way. Craig thoroughly enjoys serving as a Bateleur, combining both his love for flight, and contributing to the protection of our Wildlife.



One of the passenger-penguins getting boxed for the flight



Packing Penguins into ZU-MEE Virginia Airport



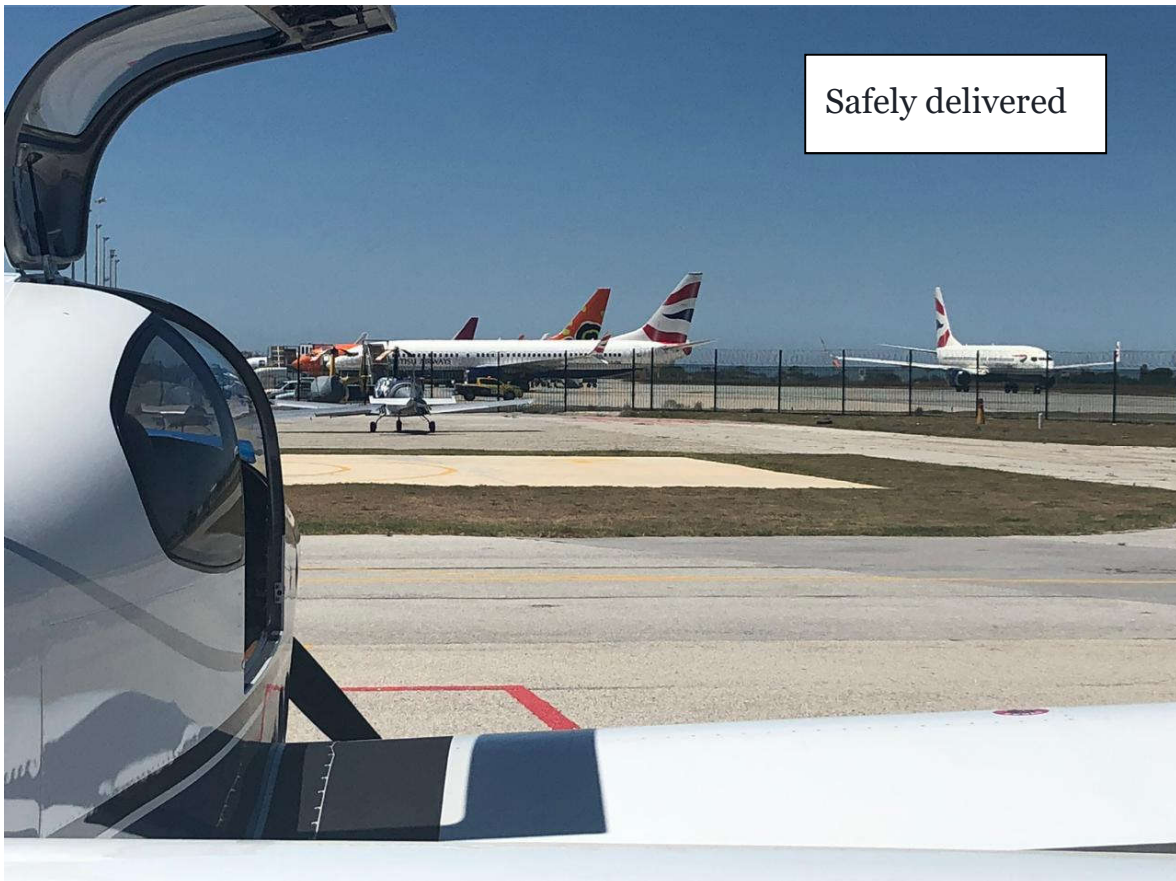
Perfectly Polite Passengers on their very first flight



GS 198!

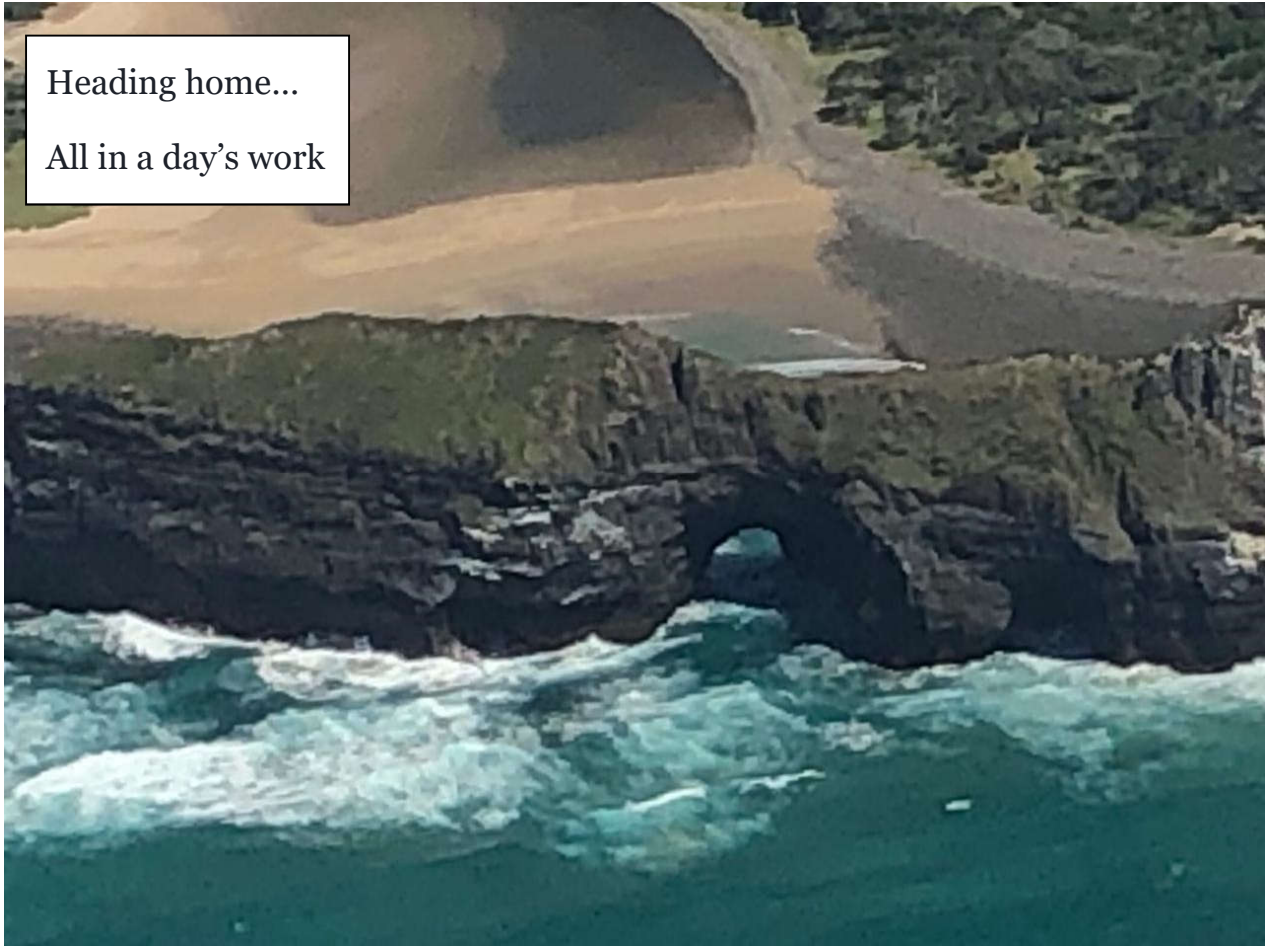


Arriving in PE



Safely delivered

Heading home...
All in a day's work



Founded in 1998, The Bateleurs is a Non Profit Company (NPC), with over 200 volunteer pilots and aircraft. It provides its beneficiaries and the public with an aerial perspective of the environment and has coordinated several, diverse missions, throughout South Africa and Africa, in support of environmental issues.

To find out more about the Bateleurs, visit their facebook page at

<https://www.facebook.com/thebateleurs/>

RIGHT

Student Pilot, Magnus Kaye, at his home in Norway enjoying cold beer and cold pizza in the snow, while we enjoy the same here in Pmb, but HOT!

Magnus returns in March to continue his training.



Discount on flying hours

FINALLY, the news you have been waiting for!

Effective immediately, discounts for flying hours are a reality for advance payments as follows:

Four different levels of flying memberships, relating to a specific aircraft type:

Platinum	Gold	Silver	Bronze
48 hrs per year	24 hrs per year	12 hrs per year	6 hrs per year
PPL	ave 2hrs / month	ave 1 hr / month	for Recency
10% discount on standard rate	7.5% discount on standard rate	5% discount on standard rate	2.5% discount on standard rate

The more hours undertaken by the Member to fly within a year, the better value the aircraft hire rate per hour for the Member.

The discounts are specific to the aircraft type, and are **only valid for advance payment** and are based on aircraft **hire rate**. Instructor Rates are not being discounted.

The discount will be related to the aircraft rate when you purchase the package and will be valid for 12 months.

Right now, your savings would be as follows:

Flying Membership Packages					
C172	annual flying hrs:	BRONZE	SILVER	GOLD	PLATINUM
	% DISCOUNT	2,5%	5,0%	7,5%	10,0%
	VAT incl	R2 047,50	R1 995,00	R1 942,50	R1 890,00
Members Total Discount:		R315,00	R1 260,00	R3 780,01	R10 080,02
Total Package Cost		R12 285,02	R23 940,04	R46 620,08	R90 720,15
Existing Rate		R12 600,02	R25 200,04	R50 400,08	R100 800,17

incl VAT

Sling2 mogas	Flying Membership Packages				
	annual flying hrs:	BRONZE	SILVER	GOLD	PLATINUM
		6	12	24	48
	% DISCOUNT	2,5%	5,0%	7,5%	10,0%
per hour	VAT incl	R1 345,50	R1 311,00	R1 276,50	R1 242,00
Members Total Discount:		R207,00	R828,00	R2 484,00	R6 624,00
Total Package Cost		R8 073,00	R15 732,00	R30 636,00	R59 616,00
Existing Rate		R8 280,00	R16 560,00	R33 120,00	R66 240,00

incl VAT

Please contact Julie if you wish to purchase one of these packages.

Fleet Hours & Hire Rates

All prices are VAT inclusive.

	Jun 2018	Jul 2018	From 26 Jul'18	Aug 2018	Sep 2018	Oct 2018	Nov 2018	Dec 2018
C150	0.5	0		0	4.2	1.1	14	2
per hr hire rate	R1190	R1190	R1480	R1480	R1480	R1500	R1500	R1500
C172	41.5	32.9		23.1	19.4	29.2	19.3	18.2
per hr hire rate	R1870	R1870	R2050	R2050	R2050	R2100	R2100	R2100
Sling 2	71.0	27.4		48.2	48.2	62.7	48.4	26.4
per hr hire rate	R1010	R1010	R1110	R1110	R1110	1110	R1110	R1380
Arrow (dual ph only)	R3519	R3519	R3519	R3519	R3519	R3519	R3519	R3519
Instructor rate	R402.50 per hour flying R273.70 per hour briefing							

New Club Members:

A warm welcome to our new Members, Robert Kronigkramer, Peter Dicks, Marius Botha and Siabonga (George) Hlophe, Jonathan Leslie, Kelly du Preez, Andries Roos, Reynette McLeroth and Richard Bam.

We'd like to say a big

**THANK
YOU**

to Lucio Santoro for organising new blue Umbrellas for the Club, that shield us on the freshly painted white benches from the scorching summer sun.

THANK YOU to the following who sponsored the umbrellas:

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Instructor's Office

Anton Rousseau, of Gryphon Flight Academy, and a listed Instructor on the Pmb Aero Club License, is sharing the Flying Instructor's Office at the Club. It was felt that it would be an asset having him based at the club as he is a DFE and can offer multi-engine ratings and advanced training.

Our aircraft news...

ZS-KVW – C172 ...Cessna 172...

KVW has a gap in her radio stack as her fancy Garmin 650 radio/GPS/VOR is in the USA having its power pack replaced after suffering a mystery death some time in December last.

ZS-KNI – C172 ...Cessna 172...

KNI's has a similar gap in her radio stack as her second radio is in hospital at Haida at Virginia Airport in a valiant attempt to have its second digit all lit up again, so we may once again be able to see what frequency we have dialled in.

The knob on the rudder trim has also been fixed.

KNI's transponder and nose wheel shimmy were recently repaired.

ZU-WES – X333 ...Sling 2...



WES is humming along happily. Just remember to monitor the COOLANT temperature especially on the hot days! Failure to do this can result in a whole day of cancelled flights and it is completely avoidable.

WES was having some issues starting, turns out it was the back-up battery, putting out 9V instead of 12. The tiny battery is housed in an inaccessible spot behind the instrument panel.

In the pic, left, Michael of Oribi Flying Services is contorted while replacing the battery with a new one.

We have had happy starts since then!

ZU-SAA – TC06 ...Sling 2...

All the paperwork to have this little blue and white wonder on our fleet has just been processed at the SACAA. She has now appeared on SEAMS ☺ and we expect her to be available for hire from Wednesday 6th or Thursday 7th Feb ! WoooHooo !!



Our Aero Club Committee:

President:

Anthony Grant



Chairman:

Steve Svendsen



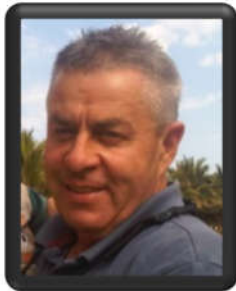
Treasurer:

Martin Hellberg



Committee Members:

Gary Hughes



Brian Hawksworth



Lucio Santoro



Johan Riekert



John Arkley



PUB 'n GRUB

@ the Aero Club

every FRIDAY

take a night off cooking

GREAT MEALS AT GREAT PRICES



Eva'S Field Action ... unpacking the horses, (a shock Cub) on 30 Jan 2019, while the Oribi and Nyala look on... Okay that's not entirely accurate, the Oribi and Nyala were at Eva's Field on 18 January, and the Cub was unpacked on 30 Jan! Lots of action in Hilton !



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Kwa Zulu-Natal



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!

We offer:

MCC training (Multi Crew Co-ordination) course
Initial turbine ratings
HPA certification (High Performance Aircraft)
B190 training
BE20 training
Combined B190/BE20 Training
C208 training
PC12 Training
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

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.

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Fri	7am – 5pm
Sat	7am – 1pm

101 Boschhoff Street
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FOR ALL YOUR BUILDING NEEDS

FOR SALE

We are expanding our “For Sale” section.

If you have anything you want to sell,
please contact the office for inclusion in
the next Newsletter under this section.

HEADSETS, BAGS, BOOKS, AIRCRAFT...

ANYTHING

TO DO WITH FLYING

OR ANYTHING YOU, AS A MEMBER, MAY

WANT TO SELL OR BUY

Don Carlos is available for private & corporate functions too, and Portuguese is not the only menu option. You name it, he does it.

Aero Club Shop



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&

Peak caps



Branded Clothes:

Pmb Aero Club Golf Shirts	R 230	In stock
Pmb Aero Club Peak Caps	R 70	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 – Dietlind Lemp	R 230	In stock

Aero Club PPL Bag	R 250	In stock
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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

* * *

Instructors Input

Safety Culture – RECENT ACTUAL FORCED LANDINGS

We always try to avoid having to perform a necessary forced landing. That's why we do all the checks we do before, during and after flight. But sometimes they happen... due to forces out of our control, or forces within our control, due to lack of experience, or a dash too much bravery.

Last month there was an actual forced lob due to instructor, let's call it inexperience mixed with bravery. The C152 from a Durban-Virginia Flying School came off second-best when it landed on its back in sugar cane and fortunately both pilot and instructor were unharmed if a bit shaken and muddled.

A C172 also from a Durban-Virginia landed on it's back some time last year. Both occupants were fine.

There are so many more examples, some where the people got hurt, others where they were okay. These will be appearing on the website www.pmbaeroclub.co.za under Student Pilot Resources in the not too distant future

The emergency landing, (in the pic that follows), on the beach between Port Elizabeth and Jeffrey's Bay happened on a Wednesday afternoon. I have been unable to find out if it is recent (Jan 2019) or an older pic, or whether they had power or not. It looks like a relatively slow vertical descent, very nicely executed.



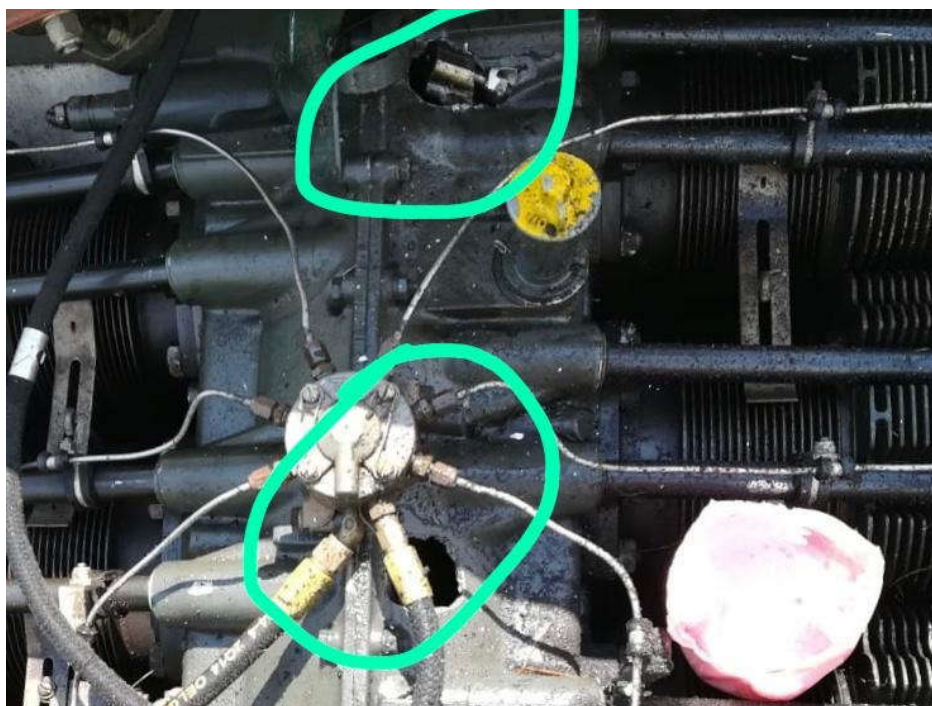
On 1 Feb 2019, the Pitts Special pictured below, did a forced landing at Rand Airport. This aerobatic aircraft glides like a brick, and a landing without power on its small wheels is therefore a rather challenging affair! The aircraft is mangled, but the pilot walked away with a little bump on his head. A very good landing!



The cause of this excitement? The conrod bolts sheared and the broken bolts went through the crankcase. The prop stopped dead. Sounds alarmingly like a previous conrod-cylinder smashing event that also resulted in a forced lob into the Tugela Valley a few months ago. Wonder if this one was also due to incorrect assembly?

The saying goes, A GOOD LANDING IS ONE YOU WALK AWAY FROM. A GREAT LEANDING IS ONE AFTER WHICH YOU CAN USE THE AIRCRAFT AGAIN.

May all your landings be GREAT, and your energy-management skills MASTERFUL !



Left

The photo of the Pitts Special Cylinder Block with the damage clearly visible.

oOo

Member's Submission

PILOT JOBS

– found on Facebook by Adam Winter -

One fine hot summer afternoon there was a Cessna 150 flying in the pattern at a quiet country airfield. The Instructor was getting quite bothered with the student's inability to maintain altitude in the thermals and was getting impatient at sometimes having to take over the controls. Just then he saw a twin-engine Cessna 402 5,000 ft. above him and thought, "Another 1,000 hrs of this and I qualify for that twin charter job! Aaahh.. to be a real pilot going somewhere!"

The 402 was already late and the boss told him this charter was for one of the Company's premier clients. He'd already set MCT and the cylinders didn't like it in the heat of this summer's day. He was at 6,000 ft. and the winds were now a 20kt headwind. Today was the 6th day straight and he was pretty tired of fighting these engines. Maybe if he got 10,000 ft. out of them the wind might die off... geez those cylinder temps! He looked out momentarily and saw a B737 leaving a contrail at 33,000 ft. in the serene blue sky. "Oh man," he thought, "My interview is next month. I hope I just don't blow it! Out of GA, nice jet job, above the weather... no snotty passengers to wait for ..."

The 737 bucked and weaved in the heavy CAT at FL330 and ATC advised that lower levels were not available due to traffic. The Captain, who was only recently advised that his destination was below RVR minimums, had slowed to LRC to try and hold off a possible inflight diversion, and arrange an ETA that would hopefully ensure the fog had lifted to CATII minima. The Company negotiations broke down

yesterday and looked as if everyone was going to take a pay cut. The F/O's will be particularly hard hit as their pay wasn't anything to speak of anyway. Finally deciding on a speed compromise between LRC and turbulence penetration, the Captain looked up and saw Concorde at Mach 2+. Tapping his F/O's shoulder as the 737 took another bashing, he said "Now THAT'S what we should be on... huge pay ... super fast... not too many routes...not too many legs... above the CAT... yep! What a life...!"

FL590 was not what he wanted anyway and he considered FL570. Already the TAT was creeping up again and either they would have to descend or slow down. That rear fuel transfer pump was becoming unreliable and the F/E had said moments ago that the radiation meter was not reading numbers that he'd like to see. Concorde descended to FL570 but the radiation was still quite high even though the Notam indicated hunky dory below FL610. Fuel flow was up and the transfer pump was intermittent. Evening turned into night as they passed over the Atlantic. Looking up, the F/O could see a tiny white dot moving against the backdrop of a myriad of stars. "Hey Captain" he called as he pointed. "Must be the Shuttle. "The Captain looked for a moment and agreed. Quietly he thought how a Shuttle mission, while complicated, must be the-be-all-and-end-all in aviation. Above the crap, no radiation problems, no fuel transfer problems...aaah. Must be a great way to earn a buck."

Discovery was into its 27th orbit and perigee was 200ft out from nominated rendezvous altitude with the commsat. The robot arm was virtually U/S and a walk may become necessary. The 200ft predicted error would necessitate a corrective burn and Discovery needed that fuel if a walk was to be required. Houston continually asked what the Commander wanted to do but the advice they proffered wasn't much help. The Commander had already been 12 hours on station sorting out the problem and just wanted 10 minutes to himself to take a leak. Just then a mission specialist, who had tilted the telescope down to the surface for a minute or two, called the Commander to the scope. "Have a look at this Sir, isn't this the kinda flying you said you wanted to do after you finish up with NASA?" The Commander peered through the telescope and cried Oooooohhhh yeah! Now THAT'S flying! Man, that's what its all about! Geez I'd give my left nut just to be doing THAT down there!"

What the Discovery Commander was looking at was a Cessna 150 in the pattern at a quiet country airfield on a nice bright sunny afternoon.

Boy, I'll tell you...pilots are never happy unless they are drinking beer and looking for a better job!

oOo

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 time, happy flying!



Telani Lithgow

Editor of the Telstar

Chief Flight Instructor

Author of the “Lana Aire Flight Training Made Simple” Series available on Amazon

Webmaster of www.ppl-flight-training.com & www.pmbaeroclub.co.za

WhatsApp: 082 490 1654

Email: telani@pmbaeroclub.co.za