



PIETERMARITZBURG
AERO CLUB

established in 1938

OCT 2018

TELSTAR NEWSLETTER



Photo by Janine Rennie

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Pub Talk

PPL vs NPL for LSA

License limitations

The Private Pilot License allows the holder to fly any three-axis aircraft that the holder is converted onto, up to a Maximum Certified Mass, (MCM), of 5700 kgs. That is something up to the size of a KingAir.



In contrast, the National Pilot License for Light Sport Aircraft is limited to allowing the holder to fly any three-axis license up to a Maximum All Up Weight, (MAUW), of 600 kgs.

Sling 2's can be either LSA or PPL certified. ZU-WES is registered as LSA, which means one tank is blocked off limiting the range to 4 hours and the MAUW to 600kg's. The exact same aircraft, registered as PPL, is limited to 700kg's and has both fuel tanks available, extending the range to over 8.5 hours. I believe there are moves afoot to up the weight limit for LSA aircraft.

There is a third three-axis license, the LSA license, also falls under Microlight pilots are limited to a



the Microlight License, which, like NPL (National Pilot License). MAUW of 450 kgs.

↑ You can also fly this with a PPL

Training

The flying requirements for a PPL are 45 hours of flight time, including a minimum of 25 hours dual training and a minimum of 15 hours solo flying time. The 15 hrs solo flying must include 5 hours of navigation.

For the LSA, these requirements are down to 35 hours of required flight time with the same minimum hours as PPL for dual and solo. The same exercises are completed for both, however the navigation requirements are far less for the LSA pilot whose dual and solo navigation time must be no less than one and a half hours of each.



Both licenses may fly in the same airspace. A PPL may fly an LSA or 3-axis Microlight, but NOT *visa versa*.

On average, most pilots take between 55 to 65 hours to complete either the LSA or PPL as the pilot has to reach a suitable level of competency to pass the Flight Test. Recently the LSA license has become a lot harder and many students are using the PPL training material to study for their written exams.

Certified Aircraft vs Uncertified Aircraft

Uncertified aircraft are “experimental”, which means they have not gone through the hellishly expensive certification process. In SA these are registered beginning with ZU- whereas Certified aircraft are registered beginning with ZS- , both followed with three letters.

Uncertified aircraft can be factory or home built. Only factory built “experimental” aircraft may be used in a Part 141 Flight School, like ours, for PPL and higher license training. Home-built aircraft may be used for LSA training for NPL as long as they have a maintenance manual and maintenance agreement in place.

“Experimental” aircraft are not to be taken lightly. They have gained popularity due to modern designs, improved performance and much better fuel consumption compared to our stalwart Cessna’s, Pipers, and Bonanza’s with their now old-technology engines. These aircraft range from very slow to very fast.



Mooney Acclaim

The fastest civilian single-engine piston aircraft, according to www.flyingmag.com, is the Mooney Acclaim Type S, which clocks 175kts on a 280hp engine. The VL3, an experimental aircraft, which falls into the microlight or light sport category, (depending on the version), clocks 170kts using a 115hp 914 Rotax engine.

These experimental aircraft deserve our respect and admiration.

Hard as it is for pilots who are used to the long-standing proof and reliability of aircraft that have been around for decades to accept these newer, younger aircraft designs and models, they are making themselves known. After all, the only **CONSTANT** in life is **CHANGE**.



the VL3 Cockpit



the VL3 Interior

VFR flight into Cloud

It was a cloudy day at FAPM and little raggedy bits of fluffy white stuff were annoyingly hanging around the late cross wind and early downwind for runway 16 with bases at about 3350ft. The dutiful student, knowing that circuit altitude should be



reached, enthusiastically continued the climb to 3500ft towards these prettily puffy death traps. Equally dutifully the Instructor started bleating very loudly that the pre-solo student should not fly into the fluffy bits of cloud on left downwind runway 16, even though this would delay them reaching circuit altitude.

After landing, still bleating the importance of maintaining a safe distance below cloud, as they entered the Instructor's Office, she was overheard by a Captain who flies for Emirates, Jeff Pooler, who was once himself a mere student pilot, training with Mel Barker, here at the Pietermaritzburg Aero Club. He recited a story of his very first solo cross-country flight to Ladysmith.

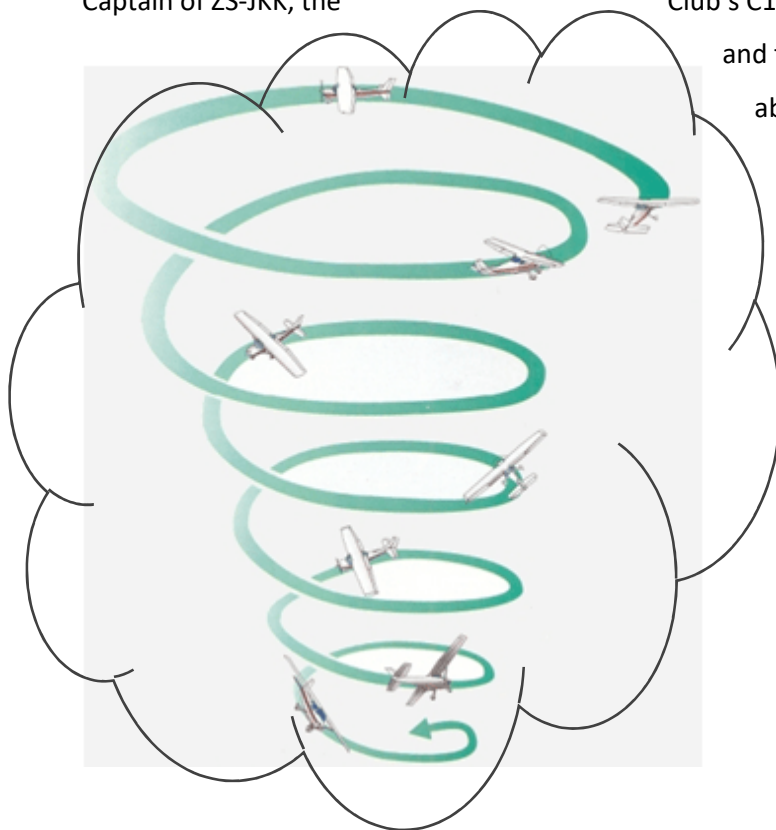
Captain Jeff was just reaching Escourt, when he entered what he thought was haze. At this point he was Captain of ZS-JKK, the

Club's C150. Pretty soon he was in a complete white-out,

and the engine was sounding wrong. Fortunately, about a week before, he had read about Spatial Disorientation leading to inadvertent Spiral Dives, which so very often lead to a dramatically shortened lifespan as Newton's Laws once again demonstrate their rigid nature when the rapidly descending aircraft

experiences the powerful force applied by instant deceleration as aircraft and startled pilot meet mother

earth in a sudden, and final embrace.



This page is Sponsored by Steve Svendsen

Thank goodness Captain Jeff is one of those rare pilots who recognised what was happening due to his diligent reading, corrected his attitude and landed at Escourt - now known as Umtshezi. (The airfield was well maintained at the time, now we dare not land there due to obstacles placed on the runway by local cricket enthusiasts). Mel, his instructor, drove up there to collect him.

They both made very good decisions.

oOo

Pietermaritzburg to Dubai



On Sunday, 23rd September 2018, Emirates flight EK765 in a Boeing 777-300ER from Dubai to Johannesburg was flown by two Pietermaritzburg Aero Club graduates – Captain Jeff Pooler (left) and First Officer DeWet Davel (right)– both trained by Mel Barker.

Jeff earned his PPL in 1988 and joined Emirates in 1999, while DeWet earned his PPL in 2003 and joined Emirates in 2016.

*There are certain aircraft sounds that can only be heard at night and over the ocean.
Most of them are scary.*



FROM THE USA TO THE RSA



IMPORTING OUR BONANZA

By Jeff Pooler

The Dream

Soon after joining Emirates from SAA almost 20 years ago, I began dreaming of owning my own airplane. Not any airplane, but a Bonanza and specifically a B36TC Bonanza.

My specification list was well-defined in that had to be a six-seater, capable of flying my family of five over a range of at least 700 nm plus IFR reserves and I liked the idea of club-seating configuration in the cabin. The 108 US Gallon fuel capacity in the longer Baron wings, the useful payload capacity of over 1,000 lbs, the turbocharged Continental TSIO-520 engine for high density altitudes and being a Beechcraft made the B36TC Bonanza the object of my dreams.

For a long time, the dream remained just that. There was always something that needed funding, be it school fees, home loans, vehicle purchases, investments and so on. For two decades, the idea of flying a Boeing for my employer and a Bonanza of my own burned bright and controller.com and tradeairplane.com became my most visited websites.



One half of the dream

Over the years, my required specifications became more defined in terms of year of manufacture, engine and airframe hours, avionics, lack of damage history, original logbooks etc. and in the past 10 years or so, I have examined numerous Bonanzas during my trips to the USA. None of those I looked at however, quite fitted my specifications.

The Right Airplane

At the beginning of 2017 I located a 1989 B36TC Bonanza near Sacramento, California which ticked all the boxes although I could not have chosen a location further from home. If this was to be 'The One,' it presented a massive challenge as I was determined to complete the entire acquisition and import procedure myself. Following an initial enquiry to the broker and a detailed examination of the engine and airframe logbooks he sent me, I planned a trip to Yolo County Airport located outside the small town of Davis, California.

In June 2017, I operated the Emirates Boeing 777 flight to Seattle from Dubai which took us to within 100 nm of the geographic North Pole – a vast, empty, freezing environment of sea ice, even in the middle of the northern summer. The top of the planet is an inhospitable place with poor HF communications and limited GPS navigation as the GPS satellites are too low on the horizon to provide accurate signals.

With no ground-based radio aids for position updating, the Boeing 777 reverts to its internal navigation systems (Inertial Reference Unit and Flight Management System) to maintain the flight plan routing.

Crossing 72 degrees North in the Magadan (Russia) FIR, the Heading Indications automatically switch to True as Magnetic indications are all but useless at the high latitudes. It was surreal watching the Heading Indicator on the Navigation Display and Primary Flight Display slew through 180 degrees in a matter of minutes while maintaining the Great Circle track as we passed 90 degrees True North.



The sea ice of the Arctic Sea

After a good night's sleep in Seattle, I flew to Sacramento, California on Alaska Airlines where I rented a car and drove the 40 minutes to Yolo County Airport to meet with Andy Bauman of Woodland Aviation who were not only brokering the sale but had maintained the Bonanza for many years. Located in the Sacramento Valley, Yolo County Airport is surrounded by flat farmland under irrigation from the canal system fed from the dams and rivers in the area.

I spent a few hours looking again at the logbooks, all of which were immaculate, original and complete from the day the Bonanza left the assembly line in Wichita, Kansas. I spoke to the mechanics who in March had completed the annual inspection. N5599V belonged a prominent California businessman who had owned her for the past 20 years but due to his age and his lack of flying, was reluctantly selling her.

A thorough inspection and test flight told me all I needed to know about N5599V: This was an exceptional aircraft, well maintained, regularly flown, with original interior and paint which to me were advantages – a newly painted aircraft for sale is a sure red flag. Although the engine hours were about 400 to TBO, this was an advantage as I would be able to overhaul or replace the engine myself.



N5599V at Yolo County Airport

My mind during the 14-hour flight back to Dubai the following night was filled with thoughts of excitement and trepidation. While this could be the realization of a dream, the practicalities of what I was planning were complex and expensive! The first order of business however, was to get home and discuss it with Marianne, my wife and partner in the project.

Two days later, back home in Durban and after many hours of discussion, I emailed an Offer to Purchase to Andy Bauman. He returned with a counter-offer which was within our budget which we accepted!

Marianne and I sat together in our home office, and just before I clicked the 'Send' button, we looked at each other and asked: "Are we really doing this?"



N5599V

And so, with the email sent, the ball was rolling and while the work that lay ahead seemed immense, nothing prepared me for the complexity, bureaucracy, delays and expense involved in acquiring and importing an airplane.

The Export/Import Process

The first step was arranging finance which was obtained through Aircraft Finance Corporation, but which turned out to be more difficult than the banks lead us to believe. Most view an imported GA aircraft as high risk with few banks prepared to offer financing. It took weeks of compiling application forms, personal suretyships, personal financials, company management accounts and annual financial statements before we were presented with a financing offer.

Once finance was secured, an Import Permit had to applied for and issued by the Department of Trade, SARS clearance had to be obtained, application made to the bank for the purchase of USD for the deposit and aircraft insurance had to be secured. Like the banks, the insurance companies are not comfortable with a single-engine ferry flight and several conditions were included in the policy – for example, the overflight of the South Sudan and Mogadishu FIRs was prohibited.

At the same time, over in California a number of operations had to be arranged and coordinated: A pre-purchase inspection was carried out, the appraisal of the aircraft by an approved NAAA appraiser was required by the bank, an escrow account had to opened in which the funds were to be held until closing, a title search conducted by the escrow agents, application had to be made to US Customs for the export of the aircraft, a US Department of Transportation Release from Lienholder Certificate had to be issued, an FAA Designated Airworthiness Representative was contracted

to inspect the aircraft and issue an Export Certificate of Airworthiness and finally, an export agent was contracted to facilitate the export of the aircraft and submit the required documentation to US Customs and Excise.

The Ferry Flight

Once the endless administration details had been dealt with, it was time to turn my attention to the logistics of bringing the Bonanza to SA. We had several options to consider: 1) A long-range ferry flight with auxiliary tanks installed in the cabin which would double the fuel capacity, giving the Bonanza a 10-hour endurance or an 1,800 nm still-air range; 2) A short-range ferry using the standard aircraft fuel capacity of 108 gallons, or 3) Disassembling the wings and sea-freighting her in a container.

The last option did not appeal to me as I believe that aircraft are built to fly and to my mind, the major components should only be assembled by the people who are best at it – the manufacturer. My view was reinforced by a conversation I had with Steve Svendsen who told me that it took him over a year to get the rigging correct on an aircraft he had had disassembled and shipped. Similarly, with the first option I was not keen on modifying the fuel system to accommodate the auxiliary tanks. We decided therefore, to undertake the ferry flight with the Bonanza in its standard configuration.

Following a fair amount of research, I contacted Alpha2Bravo, a UK-based company which ferries general aviation aircraft all over the world. David Plange, the owner and CEO, was more than willing to undertake the trip without ferry tanks and he put together a comprehensive, all-inclusive turnkey proposal with Joe Drury, one of his most experienced ferry pilots in command of the trip. As much as I would love to have flown my own Bonanza halfway around the world, it was always going to be difficult to achieve. Emirates were not altogether thrilled with the idea as the 60-hour ferry flight would limit my productivity to them for that month but more importantly, Marianne drew the line, rightly believing there was an unacceptable risk in me doing it alone.

Stepping back from the emotion and allowing sense to prevail, a single-engine ferry flight over the North Atlantic, Europe and Africa is a specialised undertaking and best done by professional ferry pilots. The challenges are very different to those I encounter on the same routes in a Boeing 777 at 35,000 feet.

As we drew closer to closing the sale, I contracted SouthWind Global Aviation of Moundridge, Kansas to accept the Bonanza as I was unable to do so myself. With the ferry permits in place, the FAA Export CoA issued and the ferry pilots ready, I sat at my computer in my hotel room in Dubai at 02.00 on the morning of August 10th and authorised the release of funds from the escrow account, the single act that would start the import process.

An hour later, I received a call from Andy Bauman advising that the funds were reflecting in the broker's account, the sale had been closed and the process was GO!

With N5599V accepted, the ferry flight began. The first phase was a two-stop cross-country flight to Savannah, Tennessee, where AC Services took possession of the Bonanza for three weeks while they installed air-conditioning. On September 12th, the real trip began with the departure from Savannah, TN somewhat time-critical as Hurricane Irma was heading northwards from Florida. With the damage that had been sustained in its wake, Joe wanted to be well out of harm's way.

Once safely airborne, Joe headed north-east to Bangor, Maine where he would overnight, clear customs and prepare for the Atlantic crossing and where N5599V would depart the USA, headed for the RSA! The preparation for the Atlantic crossing included the loading of a raft, survival equipment, immersion suits, an emergency kit, food and water and a satellite phone, all of which were required by the FAA and Transport Canada for single-engine ferry flights.

I was able to track the flight via the Alpha2Bravo website which I watched for hours on end, intrigued and enthralled by the incredible undertaking of a single-engine airplane crossing the vast Atlantic and with a stunned sense of realization that my dream was becoming real.

Following a second overnight stop in Keflavik, Iceland, a highly successful crossing was concluded when Joe landed at Leeds-Bradford Airport in the UK where I had arranged for an oil and filter change and a maintenance inspection to be done before the long haul over Africa. Departing the UK, Joe refuelled in Corsica before an overnight stop in Iraklion, Greece before taking on Africa. Overnight stops in Africa included Khartoum, Sudan and Nairobi, Kenya before taking

off for the last two sectors to Lilongwe, Malawi and Lanseria. The 19th September 2017 found me at Lanseria Airport awaiting the arrival of Joe and our Bonanza.

Soon after 19.00 that evening, at the end of an eight-day, 65-hour, 11,000 nm trip, N5599V taxied onto the main apron as I watched from the balcony on the terminal building with a lump in my throat and tears in my eyes.



An 11,000 nm ferry flight ends safely at Lanseria

Following a customs inspection, the Bonanza was handed over to Absolute Aviation, the SA agents for Beechcraft and Cessna, who would hangar her, perform the maintenance and prepare N5599V for her SA registration and the CoA inspection.

We had a quick cup of coffee during which Joe told me that the Bonanza had flown flawlessly. His only non-normal incident was the cabin door unlatching slightly after takeoff from Iraklion, Greece requiring a quick return to latch it properly before crossing the Mediterranean.

The following morning, I was back at Lanseria to complete the import formalities and to sign the necessary maintenance contracts with Absolute Aviation. Standing in the hangar that morning, inspecting, admiring and



touching our new airplane, the enormity of what we had achieved finally became real.

The morning after the arrival and preparing to begin the maintenance

= Look out in next month's TELSTAR for the second and final part of this story =

Recent Events

Safety Meeting

A **BIG** thank-you to Brett Mouton who arranged our September Safety Meeting. Gavin Barry, a Training Captain from SAA, gave a talk on “The Normalization of Deviance”. It was a fascinating talk based on the dissection of the Challenger Space Shuttle disaster in the 1980’s. It became clear that acceptance of the unacceptable creeping in in very slow increments, and the subtle lowering of standards led to the predictable outcome of the disaster. The Engineers were yelling loudly to delay the LIFT-OFF, but in the interests of the Schedule, the go-ahead was pushed.



The result was total destruction and seven less Astronauts:



Think about this.... How often have you thought... geez, this is not quite right, but it will be okay...

I recently heard some Pub Talk, where one of our pilots was flying his aerie down the coast to Durban, not too long ago. He was just past Richards Bay, night had fallen, and he was flying VFR. His sun visor clip was broken and was being held up by the overhead light. The instrument back lights were not working. There was haze reducing visibility, and they could only make out a dim indication of the coastline, no horizon.

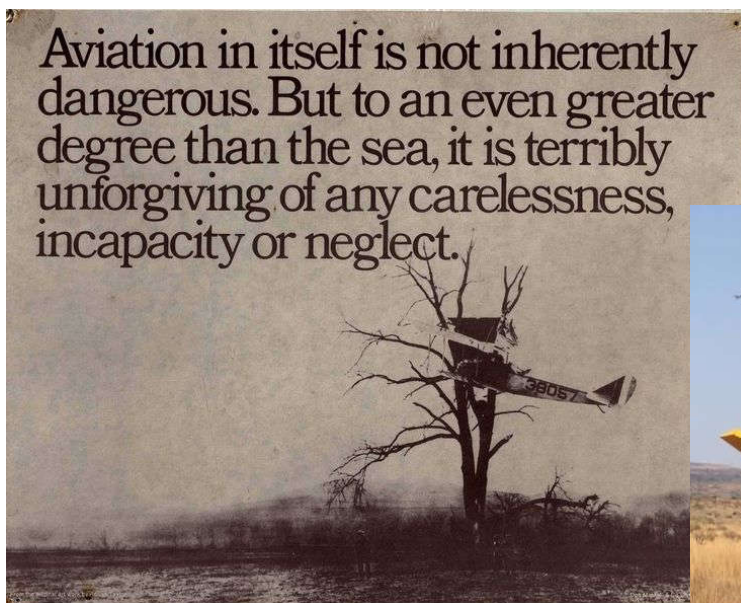
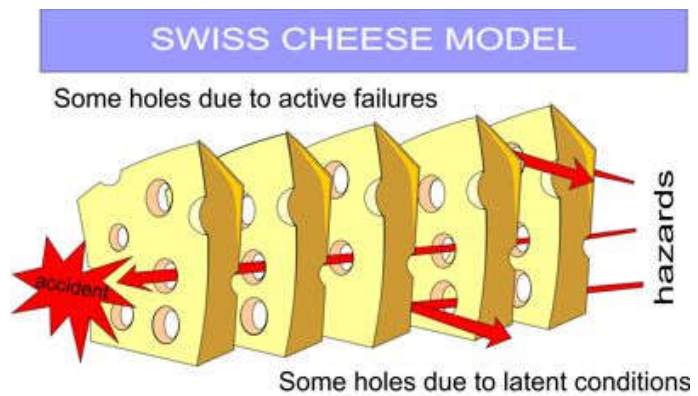
Our pilot pulled down the overhead light to light up the instrument panel, the visor dropped down and as he switched on the overhead light, he was temporarily blinded by the reflection of this light on his visor.

Before he knew it, he was in a steep bank to the left, pointing out to sea, the beginning of a spiral dive.

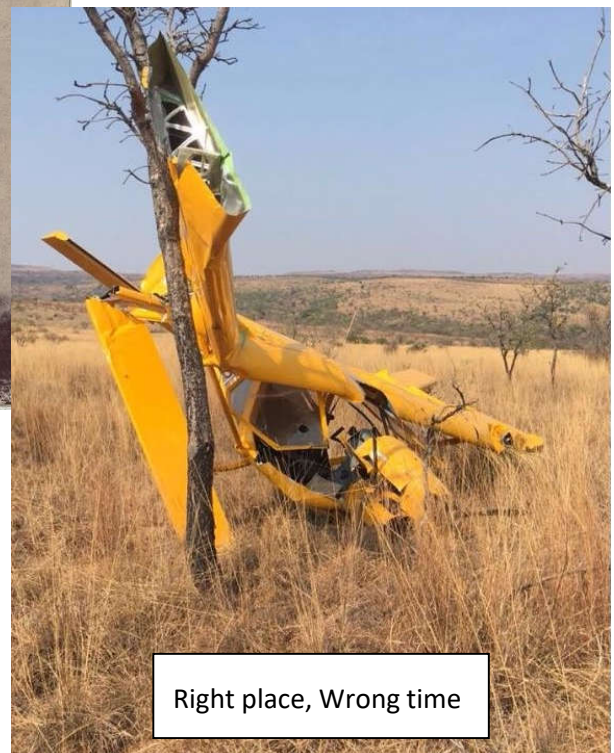
He asked one of his passengers, (also a pilot), to hold up the visor and use his cell phone to light the cockpit instruments. As he gained control, by levelling his wings and stabilizing his height, now on instruments, the others yelled at him that they were heading out to sea in a single engine aircraft.

Fortunately, he maintained his composure as pilot in command, and made sure the aircraft was stabilized before turning back towards the coast in spite of the others' panic.

The Swiss Cheese model.... All the little holes lining up.... All these little things wrong with the aircraft, this normalization of deviances, could have ended up in a spiral dive into the sea, and no one would have known what caused it.



Right: On 27 September, Owen Sutton, a paraplegic pilot, was preparing to land at Mountain Sanctuary. He felt uncomfortable in his approach and took power to go around but was hit with wind shear / dust devil that took him and his modified Foxbat off the runway. Fortunately, the pilot sustained no major injuries.



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Pmb Airshow

This was cancelled, (we suspect mainly due to lack of funding).

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Upcoming Events



Pmb Breakfast Fly-in

When: Sunday, 18 November

Time: 08h30 LMT

Where: Fun for the whole Family.

Enjoy Carlos's Famous Egg & Bacon Brekkie

Christmas Party

When: Sat, 15 Dec

Time: 12h30

Where: Pmb Aero Club

Cost: R150pp

Live Band : *Pan Latino from 7pm*



Pan Latino – Still together after 8 years, Kéch, John, Daniël and Chris, combined by their love of all music, are a strong Latino Ethnic force. Their music is energetic and infectious to the ear and guaranteed to get you up and dancing.

Lead by Bolivian “real deal Latino” Kéch (Eufonio) Sánchez on vocals, guitar, pan pipes, flutes and charango.

The Function will start with lunch first and will go on into the afternoon with party in the evening for those that like to party 🍷❄️.



Catering will be by Carlos with a delicious menu.

Music will start at 7:00.

Prize giving, trophies and other formalities will happen in the afternoon after lunch, so those that want to leave in the afternoon can do so. Invites to RSVP will follow by email.

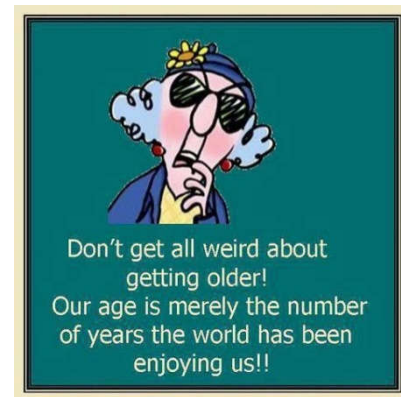
80th Celebration

When: Late Feb, early March 2019

Where: Pmb Aero Club

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

Details to follow in due course...



Club Comms

Fresh PPL's

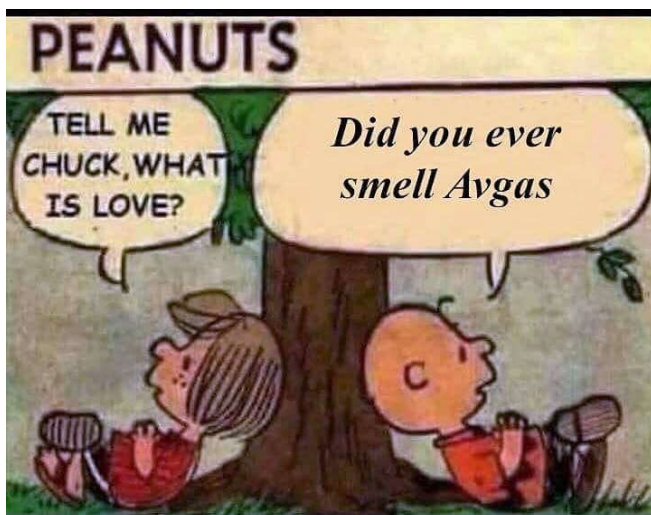


to Lucio Santoro, who passed his initial PPL Test

on

27 Sept 2018 in ZU-WES.

Fuel Price



Fuel Prices per litre 000

incl VAT	July Rate	August Rate	September Rate
AVGAS	R20.90	R21.60	R22.70
JET A1	R14.10	R13.60	R14.50
	October Rate	November Rate	
AVGAS	R23.20	R22.50	
JET A1	R15.40	R15.40	

Calendar

Although not all dates are confirmed, here is a rough idea of when things will be happening around here in 2018:

July	August	September	October	November	December
All done	Finito	dusted	klaar	18 th Breakfast fly-in	15 th Xmas Party

Fleet Hours & Hire Rates

All prices are VAT inclusive.

	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018	From 26 Jul'18	Aug 2018	Sep 2018
C150	0	0.8	6.8	0.5	0		0	4.2
per hr hire rate	R1180	R1190	R1190	R1190	R1190	R1480	R1480	R1480
C172	28	35.6	46.3	41.5	32.9		23.1	19.4
per hr hire rate	R1850	R1870	R1870	R1870	R1870	R2050	R2050	R2080
Sling 2	43.9	51.6	60.6	71.0	27.4		48.2	48.2
per hr hire rate	R1000	R1010	R1010	R1010	R1010	R1110	R1110	R1110
Arrow (dual ph only)	R3580	R3580	R3519	R3519	R3519	R3519	R3519	R3519
Instructor rate	R402.50 per hour flying R273.70 per hour briefing							

The rates will be increased by R20 p/h from 26-10-2018 due to fuel price increases.

New Club Members:

A warm welcome to our new Members, Luke Wilson, Sarah Mingay, Charlie Sabatta, Pieter Furstenberg and Jason Breedt, Mitchell Claasen, Karl Worner and Magnus Kaye.

Student from Norway:

Magnus Kaye (right), came all the way from Norway to learn to fly at the Pietermaritzburg Aero Club. He is our third International Student this year! We have had a Student from Switzerland and one from England, both of whom completed their PPL's. He intends to return next year with our stable winter weather to continue his training.

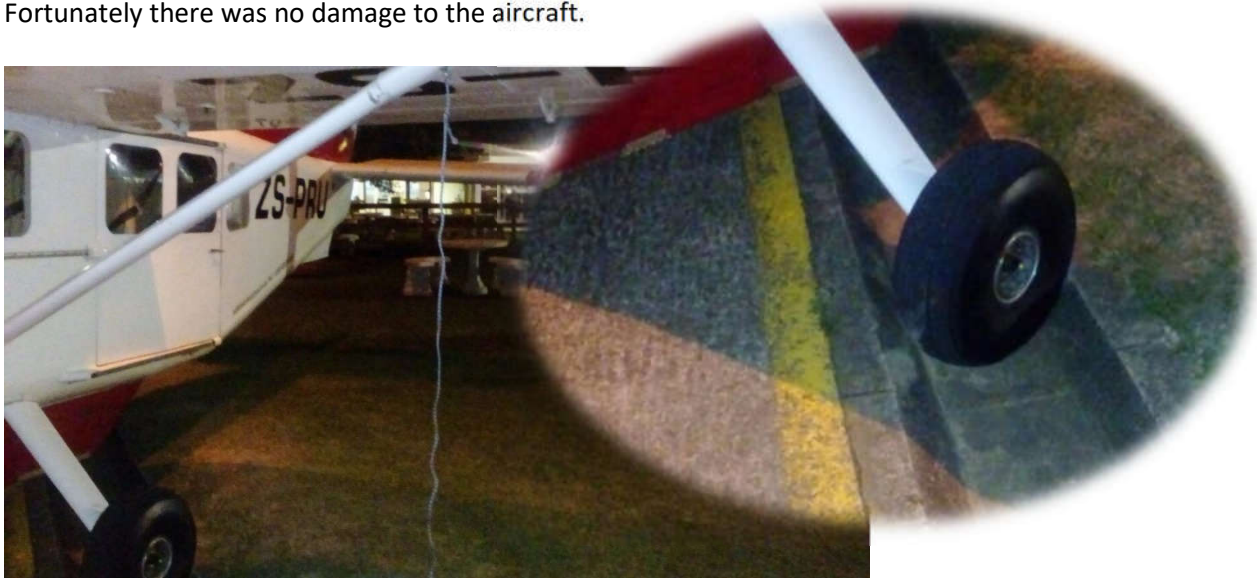


Jet blast :



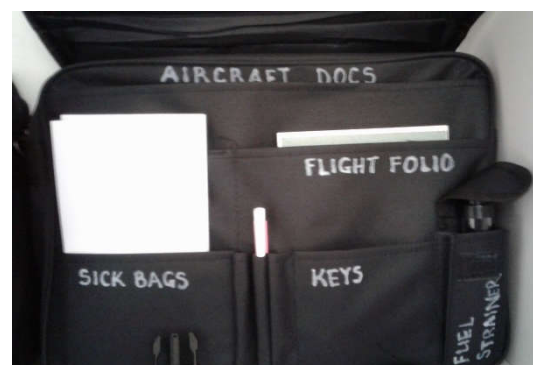
The Jet Blast from a large aircraft, that shall not be named, caused a local business man's Airvan's tie-down on the Port wing to snap, and pushed the aircraft's left undercarriage into the gutter. The Airvan was tied down in the GA area.

Fortunately there was no damage to the aircraft.



Club Aircraft :

If you have hired a Club Aircraft of late, you will have noticed the keys aren't where they used to be. You will now find all the Aircraft Documents, the Aircraft Folio, dipstick, POH, FAKS, sick bags, Keys and Fuel Strainer neatly labelled, in the old headset lock-box outside Julie's office. Please replace the pink pen after completing your flight details in the aircraft folio .



You will also find new pre-flight acceptance forms on the Autho Sign-out sheets, which **MUST** be completed prior to every flight, should you wish to avoid being blamed, (and possibly charged), for

someone else damaging Club Aircraft. Think of it as a car-hire agreement. We are trying to track where our damage to aircraft surfaces is originating, and your assistance and co-operation in this regard is much appreciated.

Please also make sure you read and sign off as read, the **RED TAG SYSTEM** file for any local information you need to be made aware of. There are also *HAZARD* / incident forms should you need to report something. Both these can be found near or on the sign-out desk.

RECENCY IN CLUB AIRCRAFT

Please note – Club Rules – if you have not flown Club Aircraft, by type, for more than 3 months, you **MUST** fly at least one circuit with one of the Club Instructors to make sure all is up to speed. This is not a personal comment on your abilities, but has been learned by hard experience and is in the interest of protecting our Club's assets. So if you have, for example, been flying the Sling, but not the C172's for more than 3 months, you need a quick check ride, and visa versa.

Student pilots may not be signed out solo if they have not flown for SIX WEEKS.

ZS-KNI & KVV

KNI has 26.7 and KVV has 17,3 hours to MPI. Please do not over-fly!!

ZS-JKK

JKK flew down to FAVG to go and collect WES who was stuck at FAVG at the end of September. The Student, Joash Padayachee, on his second solo Nav, Pmb - Margate - Virginia – Pmb in ZU-WES, turned around on his final leg just past Pinetown as the cloud sank over Kloof in the late afternoon. It was a very good decision to make. He was fetched by his Instructor from Virginia, by car and dropped off the next morning in JKK.

JKK is still for sale, but is also begging to be flown. Since her prop was re-adjusted her climb performance is significantly improved! Come give her a try.

1976 Cessna150M FOR SALE

Airframe Hours: 12 312.07
Prop Type & Hours:
McCauley 1A102DCM6948
Date of overhaul - 13-08-2018
Engine Type & Hours:
Continental O-200-A | 2520.87 hrs since new |
721.52 hrs since overhaul
AD's & SB's up to date

View at FAPM

R290,000 incl VAT

AVIONICS

INTERIOR

PETERMARITZBURG

Brian Hawkesworth or email: **pmb-aero@mweb.co.za**
083-259-5882

ZU-WES

WES came back after a 12 day visit to Tedderfield, (FATA) for his MPI. The last four days were



Leaving Tedderfield, South of Jo'burg

due to decent weather not quite lining up between Joies and Pmb. Eventually the sun shone on our route, and one of our students arranged for us to drive up. It appears our avid aviator was in a hurry to get back as he arranged a decent tailwind and from start-up to shut-down it took 2.1 hours from Joies to home, with an average groundspeed of 148kts. Yeeehaaaaa!!!

It was a 3.1 hour flight from FAPM to FATA twelve days earlier, and a 50kt groundspeed overhead Van Reenen's Pass!!

As we hoped, WES is

purring like a kitten. So far so good! We have only had a hectically flashing Lane A once, and that was because the coolant was MUCH TOO HOT and the very clever little engine was telling us SOMETHING IS WRONG!!!

Check page 1 or 2 for the Coolant temperature, on EFIS 1. If your Coolant or Oil Temperatures are yellow, you need to get going flippen quickly, or shut down to let our boy WES cool down a little. We DO NOT want him to blow a cylinder!

So if you get flashing or stable Lane lights glowing frantically or insidiously at you, pay attention. WES is no longer crying WOLF.

Our Aero Club Committee:

President:

Anthony Grant



Chairman:

Steve Svendsen



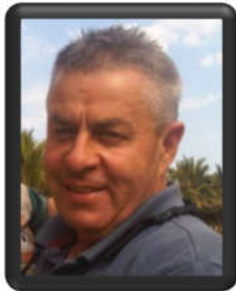
Treasurer:

Martin Hellberg



Committee Members:

Gary Hughes



Brian Hawksworth



Lucio Santoro



Johan Riekert



John Arkley



Luke Volans has
resigned due to
personal
commitments.

Sorry to see you go!



PUB 'n GRUB

@ the Aero Club

every FRIDAY

take a night off cooking

GREAT MEALS AT GREAT PRICES



New Business Directory for TELSTAR

THANK YOU !

On behalf of all our Pmb Aero Club Members, I want to say a HUGE thank-you to the first paying advertisers in our Club Newsletter's new Business Directory. Four of our dedicated Club Committee Members: John Arkley, Ideal Group Africa; Brian Hawkesworth, Hawksure Insurance Brokers; Johan Riekert of Moore Stephens Accountants and Lucio Santoro, of Italia Engineering are our first ¼ page advertisers, and our Chairman, Steve Svendsen, is sponsoring a page.

We hope more Club Members will advertise with us in the future!

Your financial support in placing these ads will not only ensure that Telstar reaches ALL our Members, but will also enable us to reach out to thousands of potential new Club Members. Our Membership drive includes social members, and aviation enthusiasts from all aspects of the Industry such as Microlight and Light Sport pilots, Airline personnel, Drones, and any potential new flight students ranging in age from 16 to 70 and above, from local, to regional, to International enthusiasts.

¼ page ads are R150; 1/8 th page ads are R75 per issue, and to sponsor a page is R50.

We would love to add a few noughts to our current 250 members so that we can make this Club the BEST FLYING CLUB in SA!

The Editor & CFI
Telani Lithgow

To advertise with us, please email your ad to
telani@pmbaeroclub.co.za or to pmb-aero@mweb.co.za

oOo



CONGRATULATIONS

to Simon Dinkleman on reaching his first 1000 hrs!
This pic is taken at home base after a days rotation. They have their own strip at the mine in the North East DRC.
(DOKO)

Simon flies workers in and out of the mine, to and from Uganda and then a gold run once a week into Kenya.

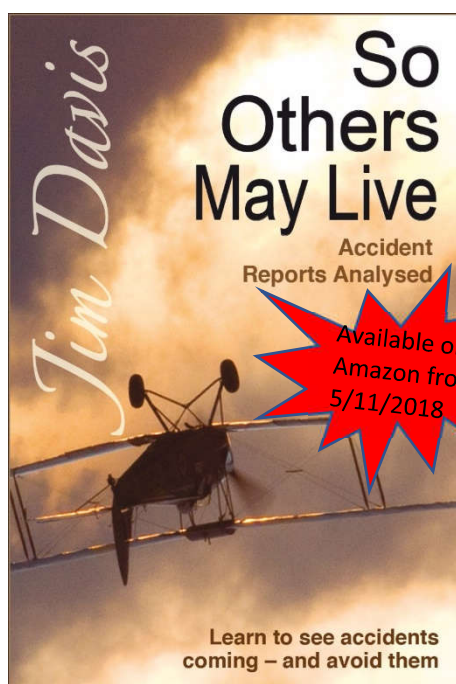
FOR SALE

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



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.

Aero Club Shop



Soft, comfortable

100% Cotton Polo shirts

&

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
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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

* * *

New Instructor joins the Club



Welcome back to George Talbot, who is a much needed Grade II Flight Instructor. George instructed for the Pmb Aero Club part time from 1986 to 2007 when he began to focus more on Twin-Engine Corporate flying.

We are delighted to have such an experienced pilot as a Flight Instructor here at the Club.

Safety Culture

Hangar Burns – 5 Planes Perish in Perpetude

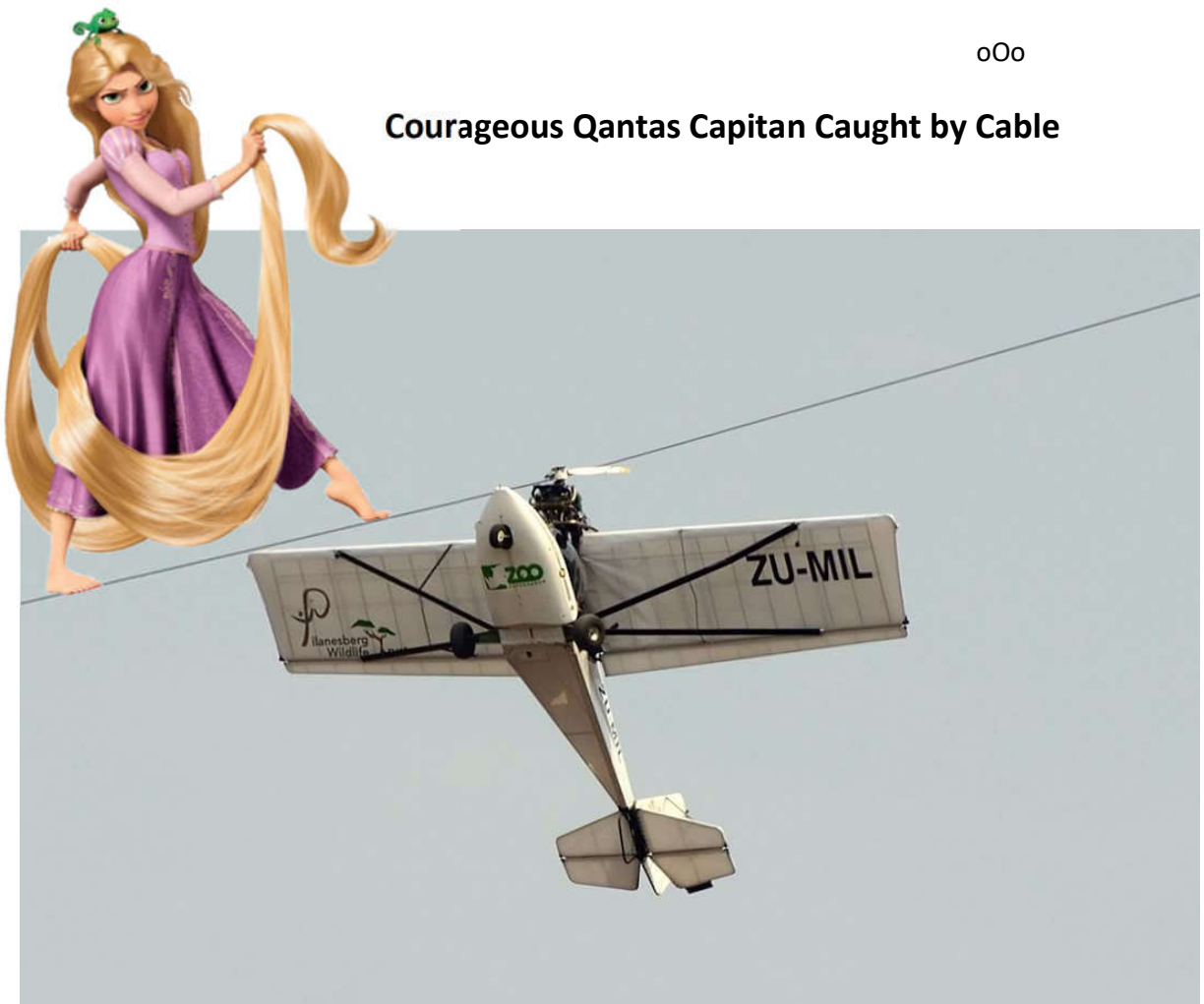


FIVE aeroplanes burnt out at Pietersburg Civil on the 29th of September. Someone refuelled a plane in the hangar and apparently the bowser tipped or something of that nature, spilling fuel. A spark from battery charger lit the fuel and the planes all caught fire.

LESSON LEARNED: Don't fuel in the hangars!! Or if you do, do so with extreme caution !!

oOo

Courageous Qantas Capitan Caught by Cable



The 29th of September was a pretty busy day... A Qantas Captain succeeded in getting himself and his passenger dramatically suspended by his Bantam's prop, from a foofie-slide cable near Sun City!

Pilots are warned about this cable when flying in the area, and who knows what the motivation of our Captain was to go hunting for it in this manner!

About FIVE hours later, Mountain rescue guys succeeded in rescuing the two suspended fliers. The problem with the rescue was the tenuous grip of the prop on the cable and the weight of the whole shebang. Would the cable hold a rescuer's weight as well??

From www.sapeople.com:

"The Aeronautical Rescue Co-ordination Centre (ARCC), which is based at the OR Tambo International Airport ATNS facility, took charge of the incident and assembled a team from Johannesburg to fly to the scene and execute the rescue of the occupants. Volunteer rescuers from the Mountain Club of South Africa Search and Rescue (MSAR) which had cableway rescue experience, as well as the necessary equipment (including several hundred meters of rope) were flown to the incident from Johannesburg via helicopters from the SAPS Air Wing and Menno Parsons, a private aircraft owner and pilot.



The Club said that after considering several rescue strategies, "the most feasible rescue plan involved a rescuer, attached to the cable, being guided down the zip line down to the aircraft. The rescuer's position was controlled from the top station of the zip line via several long ropes which were had to be joined to cover the significant distance.

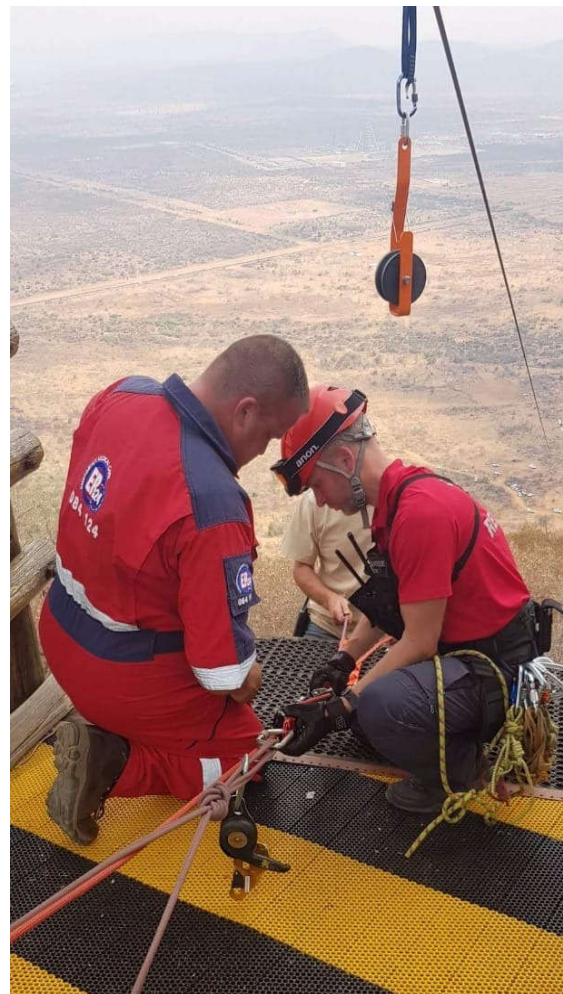
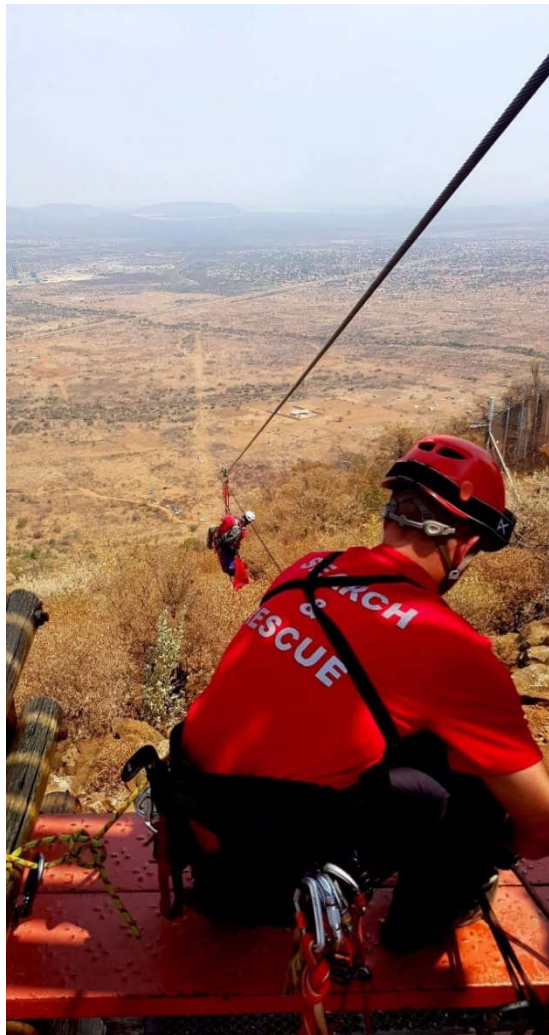
The most critical part of the rescue involved a careful and calculated transfer of the occupants from the aircraft seats (where they were secured in the interim via their seatbelts) to rescue harnesses and delicate repositioning until they were hanging on the cable, free from the aircraft fuselage.

“The rescuer and the pair were then raised up the cable and away from the aircraft by some fifty meters as quickly as possible before the rescuer lowered the pair to the sloping ground below, where after the rescuer assailed to the ground.

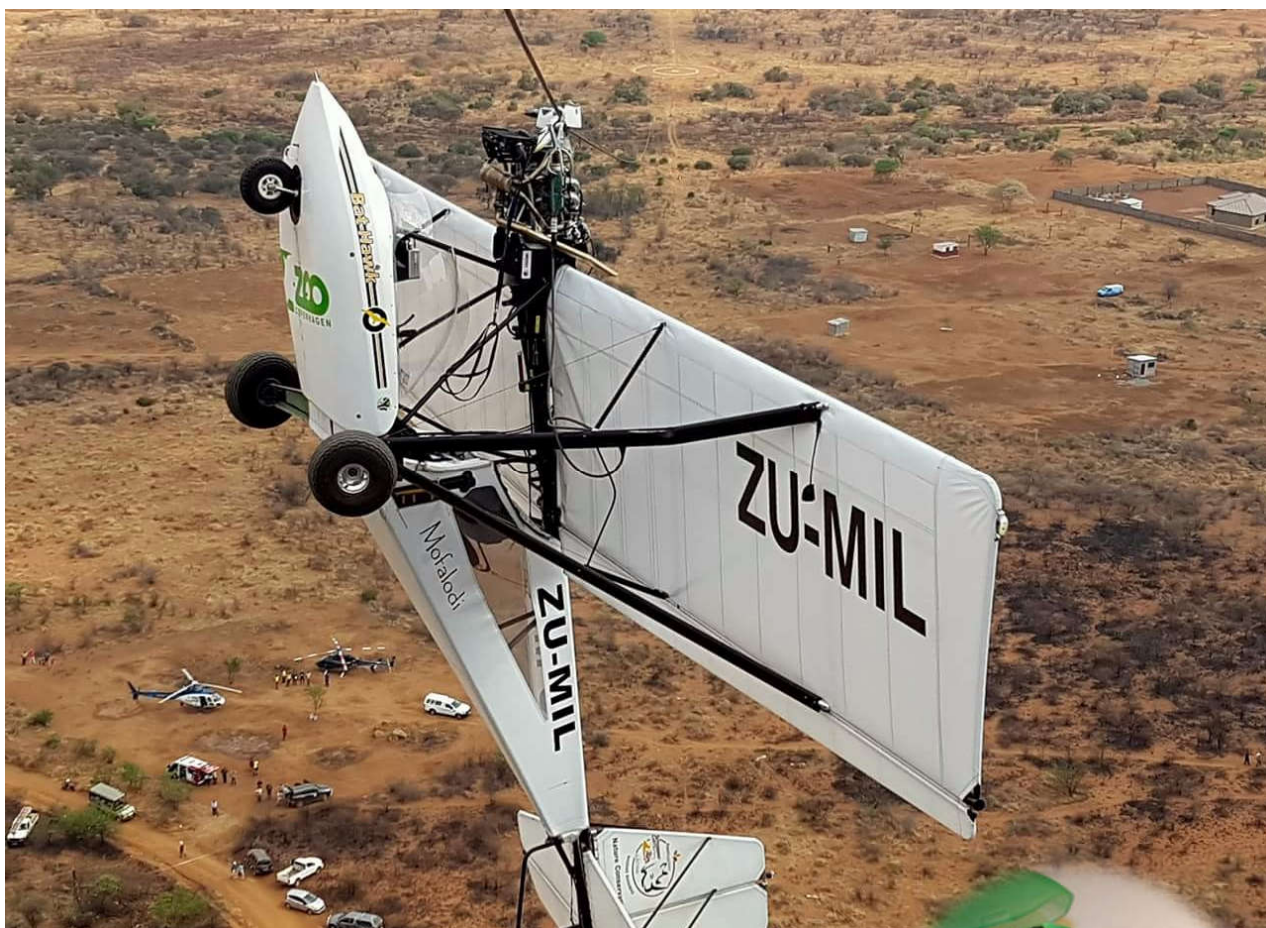
The final stage of the rescue involved the pair being hoisted into the SAPS Air Wing helicopter, but the second hoist had to be abandoned because of extremely strong gusts of wind, resulting in rescuers walking the pilot down the mountain to awaiting paramedics for a brief medical assessment.”

The aircraft itself was also taken down later the same day.

The accident had occurred at 08h30 in the morning... and because of the wind, and the dangerous risks, the pilot and passenger’s ordeal only finished around six hours later!



Congratulations to the brave rescuers, and thank you to the organisations involved in the rescue including the ARCC, SAPS Air Wing Squirrel Helicopter, Menno Parsons with his Bell 407 helicopter, Sun City Fire Services, ER24, Netcare 911, the CAA, the Zipline operator and MSAR!”



One can't help but wonder if the entire rescue could have happened faster if the pilot or pax carried a few rolls of dental floss. Tie the one end to something and chuck down the container, then haul up a harness or rope and foofie or shimmy down.

MAY THE FLOSS BE WITH YOU :D



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).

Regarding contributions, the Telstar look and feel has, in a very large part, become what it is thanks to the interest, comments and suggestions I have received from John Arkley. Thank you very much John, for your guidance and support for this publication.

Until next time, happy flying!



Telani Lithgow

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Acting Chief Flight Instructor

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

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