



JUNE 2017 EDITION  
VOLUME 1 | ISSUE 6

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## Pub Talk

40 YEARS and 22, 000 HOURS later...

You know a man loves what he does when his work and his hobbies are the same. It is impossible to miss that John Campbell is passionate about flying. When he returns from Captaining his International flights for SAA, you always see him around the airport, testing a Pilot, flying for fun, or fetching or delivering one of his small



personal fleet of C182's for maintenance which have been used for Instruction, Glider Towing, and Fire Spotting through the years, or simply enjoying his prized 1957 model C180 taildragger, ZS-CHA.

Even his holidays involve flying. Last year he learned to fly Float Planes in Alaska. This is how it all began:

John was inspired to fly, first and foremost, by his dad, Colin Campbell, who instructed throughout the 2<sup>nd</sup> World War, and

who was involved in reviving the Pmb Aero Club after the war. John's father learnt to fly on Tiger Moths. He Instructed on Harvards for most of the war. He flew Spitfires, Hurricanes, Kitty Hawks and Mustangs and instructed for forty years. John grew up around aeroplanes and the Pmb Aero Club as his dad was involved in building the original shale clubhouse.

As an aside, the shale came from Joyce Foxon's farm, and she flew in the WAAF (Women's Auxiliary Airforce) during the war.

John was also influenced by the late Don Hackland, (Airforce trained), and Bruford van der Merwe, (who learnt to fly at the Pietermaritzburg Aero Club), both of whom had distinguished careers at SAA. Both personalities were DFE's with Don Hackland serving the Pmb area on a regular basis.

This month, June 2017, marks John's 40<sup>th</sup> year of flying.

On his 17<sup>th</sup> birthday, his older brother, Dave, sent him solo in a Cessna 150, ZS-JBN. It was a time when Oribi, (a small pretty buck, and the original name-sake of the airfield), still roamed freely at the airfield.

At 20, he passed his Commercial, (with Instrument Rating), and Instructors Rating in a combined flight test in a Cherokee 140, ZS-FEJ, overseen by the infamous Swanny Swanepoel who had a reputation for being “difficult”.

In 1988, John and his brother Dave were selected as Members of the Springbok Rally Team for the World Championships at the Battle of Britain Airfield in Sywell. The team came in the top ten.

In 1989 John won the SA Precision Flying Championships in his favourite Cessna 182, ZS-EAF held in Pietermaritzburg.

The World Precision Flying Championships took place in Argentina in 1990, and John was a Member of the Springbok Team. He claims he can’t remember where they placed.

Once again John combined his tests to earn his ALTP and Grade I Instructors Rating in ZS-LHY Cessna 303 Crusader.

With ATP in hand, he helped pioneer the scheduled route between Jo’burg and Pietermaritzburg in a Bandeirante, a Turbo Prop fondly known as a “Bandit”, with Andrew Campbell and Brett Hackland, for Air Midlands. Air Midlands was a business owned by Steve, (who is presently a Committee Member), and Pat Svendsen, which eventually became today’s Airlink.

In 1994 John stepped out of his Attorney’s Office into the cockpit of a Boeing 747 Classic, fulfilling a life-long dream to fly for SAA. His flight instruction had helped to pay for his five years’ Varsity study in Pietermaritzburg and Stellenbosch, after which he practiced as an Attorney for five years, specializing in Criminal Litigation and Aviation Law before becoming a Boy Pilot on the 747 where he “cut his teeth” for six months.

His Career path went like this:

- 737-200 as Co-Pilot for three years,
- back to the Jumbo, 747, as a Co-pilot, where a highlight was having his father join him in the cockpit of a Jumbo for landing in Bangkok and Buenos Aires.



- Airbus Factory Conversion spanning six weeks in Toulouse, France, where they converted to the Airbus A330 and A340 as co-pilot.

Every weekend Airbus arranged outings, including the Bordeaux Wine Region, which was John's favourite!

After training, John was loaned to British Midlands for three months because SAA was short of aeries and Instructors. He had to get his UK Validation to fly British registered aircraft, where he flew as Co-Pilot with a British Captain and Boy Pilot. The Brits were wary of the hot and high conditions in Jo'burg, and nervous of flying over "dangerous" Africa without Control, using the TIBA frequency 126.9. The Brits knew the aerie, the SAA okes instructed them on the route, and so a symbiotic crew relationship formed.

- Took delivery of an SAA A340-600 from the Airbus Factory. Did the Bordeaux wine route again.
- Captain on the Boeing 737-800 followed by the Airbus A319 and the A320 after 11 years with SAA.
- Flew domestic and regional for six years to Regional destinations such as Dar es Salaam, Nairobi, Libreville, Abidjan and Douala on the bulge of Africa. Domestic destinations were the golden triangle, Dbn-CT- Jhb and EL-PE- George.
- Overseas command on the Airbus A340-200; 300 and 600, as well as the A330-200; 300 in 2013.



Destinations include London, New York, Washington, Frankfurt, Munich, where he says at times landing in freezing fog or drifting snow is challenging. Perth, Hong Kong, Mumbai, odd African regional destination such as Luanda and Lagos, Dakar and Accra are also regularly visited.

Airline flying requires two days of four hour sessions every six months for Proficiency Training.

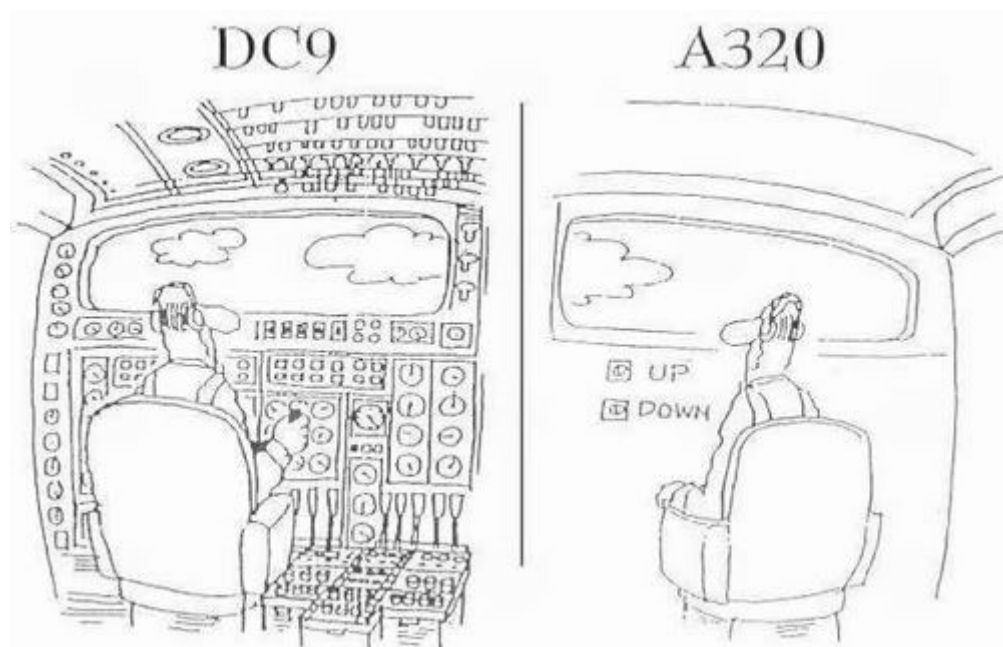
When pressed, John says it is hard to pick a favourite spot to visit. He has gone skiing in the Alps in several countries, Italy, France, Germany and Switzerland, and in America, in the Rockies. He has been to Oshkosh a few times too.

He has flown some 250 individual types of aircraft, and remains active in General Aviation as a Designated Flying Examiner and Instructor.

His favourite aircraft is the 747 Classic, as the control harmonics are perfect. A close second is the Tiger Moth!

The best flying of his career was as a Jumbo Co-pilot. These flights had at least a five-man crew, with two engineers to take care of the technical aspects, a Captain for overall responsibility, and a boy-pilot for the menial tasks. The Co-pilot just flew and rested, getting the best deal all round!

John feels privileged that Aviation has brought him in contact with a wide range of personalities from various walks of life, during which time he has forged some life-long friendships. It has given, and continues to give him the opportunity to show his family the world.



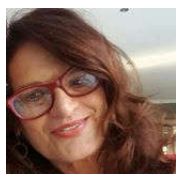


## Events Report

### AGM

The elected Committee remained much the same with only one addition, and a shift in position of one Member. The Committee is as follows:

**President:**  
**Michele Cameron**



**Chairman:**  
**Anthony Grant**



**Vice-Chair:**  
**Cameron Mackenzie**



**Treasurer:**  
**Martin Hellberg**



### Committee Members

**Steve Svendsen**



**Mike McDonald**



**Gary Keyser**



**Gary Hughes**



**Hes Hamilton**



The AGM, although represented by few Members, was a somewhat heated affair, with the status-quo being challenged in a few areas, aircraft hire prices, fuel price to Members, which aircraft engine to put in KNI for her 2000-hour overhaul, and whether JKK should be sold instead of KNI, and aircraft hours allocated to the Treasurer and Chairman being questioned.

All these aspects are being addressed by the Committee, one by one, and some changes in the Club are being implemented in stages.

### June Fly-Away to Amphitheatre Backpackers

Somehow, in spite of this being an absolutely awesome destination, this fly-away just didn't happen. It was supposed to be for leaving Fri 23 or Sat 24 to Sun 25 June 2017.

The runway is well kept, and right next to the Lodge. (See May's Telstar for details of the lekka runway).





The destination is stunning.

I know the place is stunning because Tristan Langmead and his dad, Kevin, did a recce there about two weekends before the chosen fly-away date.

Members, I appeal to you all to assist me in future with arranging this type of event, because, judging by the results, I simply don't know how to make a fly-away happen...

## Upcoming Events

### Safety Meeting

Event: Compulsory Safety & Information Meeting  
Date: Fri 14 July 2017  
Time: 18h00 LMT  
Venue: Pmb Aero Club  
Food & Drink: Pub and Grub will be OPEN.

### 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 – [pjscharf@sai.co.za](mailto:pjscharf@sai.co.za) by 1<sup>st</sup> July...

Fuel Price

&

Fleet Hours

	<i>May 2017 figures</i>
Avgas - R 19.30	C150 - 3.2
Jet A1 - R 11.40	C172's - 39.1

## New Members

A warm welcome to Malcolm Smith, Kewin Bond and Ross Buchanan from Bergville who have joined us to do their PPL's.





## Club Comms

A **BIG Thank-You** to Steve Svendsen who was behind getting the new Flight Instructor's Office into existence. Much appreciated by us, Telani and Simon.

xxx

Another **BIG Thank-You** to Mike McDonald, owner of Build-it, who donated the paint for the face-lift in the Club Dining Area, as well as the new Shop Cabinet in the Reception.

**Thank-You** to Curtis and Lou who helped with painting the Club diningroom, (pics later in the Telstar).

### **DON'T MISS OUT on what's going on !!!**

**WhatsApp:** PAC Pilots Group – ask to be added on 082 490 1654

PAC Student Pilots Group – ask to be added on 082 490 1654

**Facebook page:** Pietermaritzburg Aero Club (PAC)

This is a CLOSED GROUP – Members only – ask to be added please.

**Emails:** Sent by Julie

**SMS's:** Sent by Julie

If you haven't already done so, please complete out Online Survey. It will take no more than a minute of your time and is helping the Committee to make decisions based on real information from Club Members. The link is live on Facebook and in the WhatsApp Groups, or type it in: 1 Minute

Survey Link: <https://form.myjotform.com/71622816019555>





Durban Maps – laminated one side for easy folding: 1:500 000 & 1:1 000 000	R 45	In stock
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**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 200	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

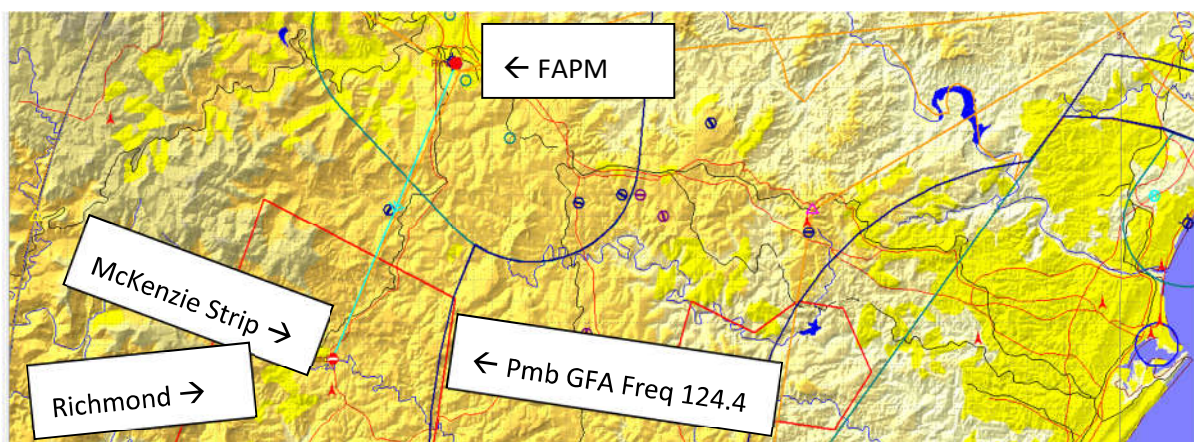
## Breakfast fly-away destination from FAPM

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:                      Amphitheatre Lodge

This month:                      **The Hangar Cafe**

Distance from FAPM :              15nm



FACILITIES :                      Coffee Shop. Great local stop-in spot for Refreshments and a light meal.

Open:    Wed – Fri 9am to 3pm

            Sat 08h30 to 14h00

WWW:                                  Facebook- thehangarcafeKZN



DISTANCE FROM THE AIRFIELD:

Co-located

CONTACT:

SandyMcKenzie              083 228 7677

ELEVATION:                      2750ft

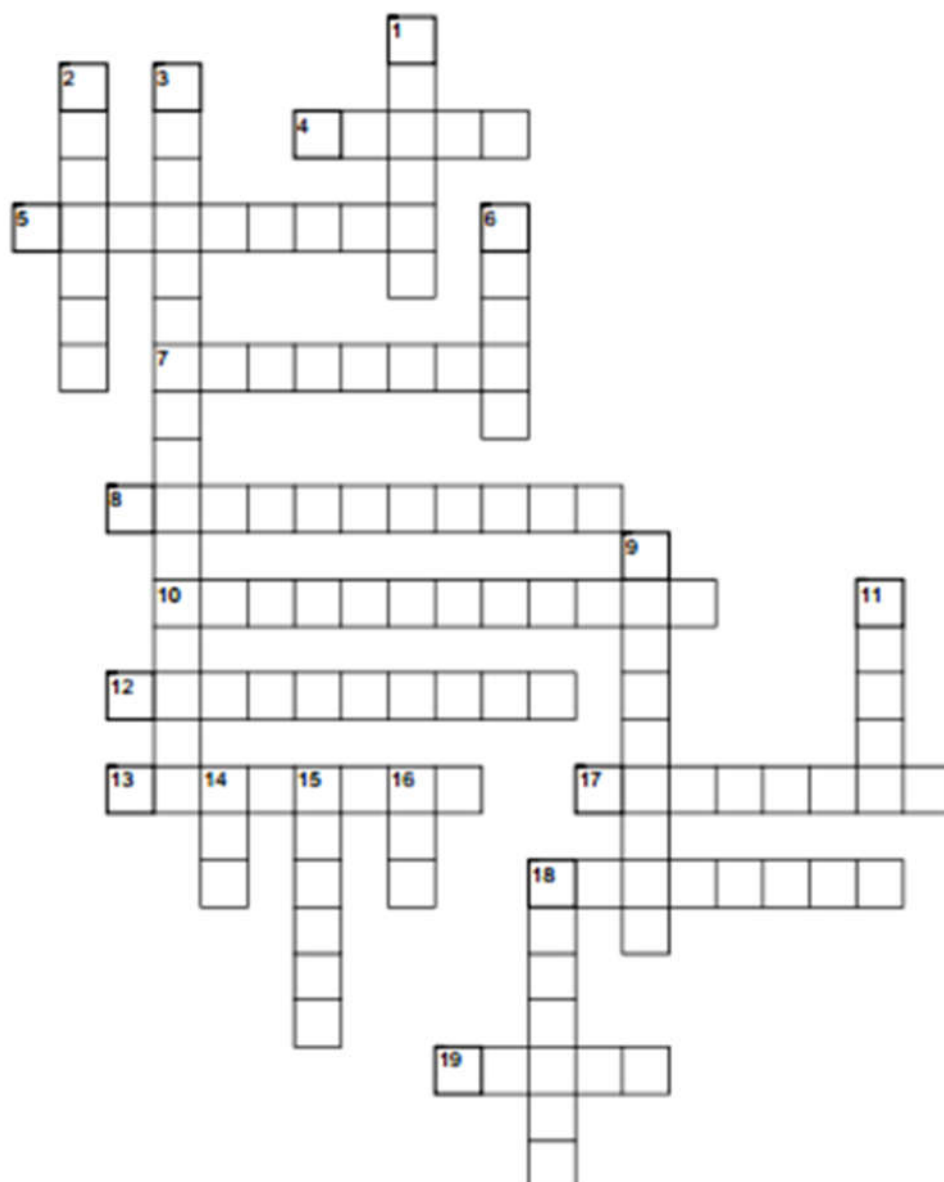
CO-ORDINATES:

S29° 52' 41"    E030° 17' 19"

RUNWAYS:    11/29   800m x 30m grass



## Aviation Crossword Puzzle



### Across

- 4 Condition where critical angle of attack is exceeded
- 5 Part 61
- 7 Pitch
- 8 Last stage of thunderstorm
- 10 Crop spraying operation
- 12 Sudden downpour of water lasting a few minutes
- 13 Upside down
- 17 High speed drag
- 18 RJ Mitchell fighter
- 19 What type of aircraft was used to first break the sound barrier

### Down

- 1 Colour of Black box
- 2 Heats the Plug
- 3 Lack of Carbon di oxide
- 6 Can be explosive
- 9 Strong downslope wind
- 11 Bus driver
- 14 Barbers Pole
- 15 Start and end flight here
- 16 Estimated Time of Arrival
- 18 Sneaky aircraft

Answers in next month's Telstar

## Committee Corner

EXCITING changes are afoot. The Committee is listening to Members, and a MASTER PLAN is being put in place to move the Club into the 21<sup>st</sup> Century.

Some things to look forward to are:

### Airplane hire & fly rates:

Plans to make flying more accessible (yes, you can interpret this as “cheaper”) for Club Members. To achieve this, Club Membership Structures are going to be changed to introduce two main Membership Types: Flying Memberships, and Social Memberships. Look out for details to come on Facebook and by email!

### Sling update:

A Sling is being leased from The Airplane Factory for three months, (they won't let the Club lease it for any longer than that without agreeing to purchase an aircraft from them), and will cost a hire rate of R1000 per hour, including VAT, (minus Instructor), to Members. At this rate, the Sling will have to fly 44 hours per month before the Club breaks even on the costs. (Presently the Club Aircraft fly an average of 40 hours for all three Club Aircraft together, per month).

When will it arrive? We cannot be 100% sure as we are dependent on the speed and efficiency of the SACAA to complete all their required paperwork. As soon as we know, we will send out notices by email, WhatsApp and on the Club Facebook Group.

If the Sling is popular enough, the Committee will buy a Sling for the Club, with part of the R2mil the Club has in savings. Part of this fund has been saved up with the intention of buying a more modern aircraft for the Club for training and hire and fly. (The balance is allocated towards engine overhauls and MPI's for our existing fleet, and to buy fuel from Shell for dispensing).

### The Clubhouse:

Other plans include upgrading of the Club Facilities to modernise our Clubhouse and enhance the atmosphere for your enjoyment. To this end, a 1 Minute Survey has been sent out by email, on our Club Facebook Group Page, and by WhatsApp.

We have many members with varying needs and expectations to satisfy, and truly appreciate your input. If you haven't responded to the Survey yet, please do so on:

<https://form.myjotform.com/71622816019555>

The next time you visit the Club, you may notice some small changes have started creeping in...

We hope you like what you see, because there is more to come...



## Instructors Input – Medicals Interval Extended

Class 2 Medicals (The type you need for your PPL) have been given EXTENDED time. This was Government Gazetted on 19 May 17 and came into effect on 19 June 2017.

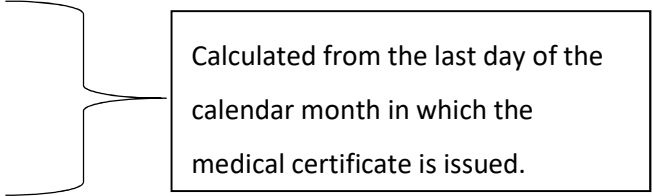
This means that if you have done a Class 2 Medical any time from 19 June this year, this is so your new reality:

Class 2 (and Class 3) Medical is valid for:

Below 40 yrs of age – 60 months

40 to 49.9 yrs of age – 24 months

50 yrs and older – 12 months



Calculated from the last day of the calendar month in which the medical certificate is issued.

This is great news for Pilots, because the interval used to be two years for under 40's and one year for over 40's. – Not such great news for the DAME's though (Designated Aviation Medical Examiners).

It is important to note that a DAME may reduce the period of validity of a Medical Certificate and endorse such medical certificate with the reason for the reduction or with any limitation in the interest of safety.

Class 1 Medicals remain unchanged in duration.

## 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.

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

The next SAFETY and Information MEETING will be held on Friday 14 July 2017.



Eat, Drink and be Merry!



Fresh Garden Salads,

Portuguese Chicken braaied on the coals,

Prawns, Steak, Chips and so much more. *Unbelievable*  
value, Superb taste!

Come and Enjoy!

Open at the Aero Club from Wednesdays to Sundays from  
12 noon.

## Members Submissions – Father's Day



The ambiance at the Club was chilled, relaxed, just lovely, as several families were enjoying a Father's Day Lunch at Don Carlos Restaurant, and got to watch the impromptu Yak fly by as an added bonus!



Francois mentioned how much his wife enjoyed the day, as she felt a part of it all, with the direct access to the GA apron.

Once again, I was glad to be working on a Sunday!

(Photo by Greg Wooding)





I ran into Barry Williams too this week. He took a video of how different Security is in America to here, and he promised to upload it to Facebook... keep an eye out, it was, well, the way it would be nice to have here too.



I also ran into an old friend from my days Instructing at VFS, Stefan Veldman, who now flies for Airlink. Yes, it was a busy week! He took this pic at the Wonderboom Airshow... Thought you might like it... Looks like formation flying is the in thing this month!

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 month, happy flying!



Telani Lithgow

Editor of the Telstar

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