



PIETERMARITZBURG  
AERO CLUB

established in 1938

NOV / DEC 2018

# TELSTAR NEWSLETTER



Photo by Janine Rennie

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## Pub Talk

### Fuel OFF - Disaster averted

Switching your aircraft's fuel position to OFF after landing is good airmanship... or so I have always thought. Turns out I could not have been more wrong!!



A recent chat with an experienced pilot revealed something rather interesting:

WE LIVE IN AFRICA, and IT GETS HOT HERE.

Yes, I know you know that, but what on Gods Green Earth does this have to do with switching off your fuel?

Here's what happened:

Our intrepid pilot for once had all his ducks in a row. He had refuelled his aircraft in good time, completed all his planning, and demonstrating great airmanship, had switched off the fuel. His Cessna 210 was parked alongside all the other light aircraft, beyond the Apron Office at Gaborone, Botswana.

On this particular day, the Baggage Trolley Tractor Driver was in an awful hurry. He raced behind the GA aircraft like a Nascar Driver. As the long train of trolleys, each the size of a standard size bakkie, bounced

along in a valiant effort to keep up, the final trolley bounced too high, becoming unhinged, and forged its own path directly into our intrepid pilot's C210's Elevator!



This effectively put an end to his plans to fly home that afternoon, so, in a less than gracious mood, he delivered his aircraft to Kalahari Air Services for repair and took a commercial flight home.

It was six or eight weeks later when he took Hans from Oribi Flying Services with him to collect his aerie. This was his insurance policy against unpleasant surprised at the next MPI.

Everything seemed fine. They did the run-ups, but the aircraft would not idle. Under full power everything looked normal. They were both eager to get home but, that little uncomfortable feeling that for some sets in the pit of the stomach, or is an indiscernible feeling of discomfort, or a little voice that whispers in one's head, well our pilot felt that and decided to investigate the idling problem.

They removed the Cowlings and had a good look. As it turns out, because the fuel was turned off, and Africa is HOT, all the fuel that was in the pipes evaporated over time, and this caused the pipes to dry out and perforate like a fine sieve. Under power, sufficient fuel was passing though the pipes to run the engine, but all the while spraying out a fine mist of fuel onto a heating engine. At idle, there was insufficient fuel to run the engine as too much was escaping through the perforations.

If they had taken off, the heat from the exhaust, or a backfire would most likely have ignited that fuel, and no one would ever have been able to guess what had happened to them.

Thankfully our pilot's bucket of luck, or intuition, or good sense, kept him alive to share this very, very valuable information with us.

Thank you to Steve Svendsen, for sharing your experience with us ... so others may live.

oOo





## FROM THE USA TO THE RSA



### IMPORTING OUR BONANZA

By Jeff Pooler

N5599V Ferry Flight Routing



From	To	Distance	Time
<a href="#">KDWA</a> Yolo County Airport, CA	<a href="#">KGJT</a> Grand Junction, CO	626 nm	3:41
<a href="#">KGJT</a> Grand Junction, CO	<a href="#">KICT</a> Wichita, KS	531 nm	3:07
<a href="#">KICT</a> Wichita, KS	<a href="#">KSNH</a> Savannah-Hardin, TN	471 nm	2:46
<a href="#">KSNH</a> Savannah-Hardin, TN	<a href="#">KAVP</a> Scranton, PA	696 nm	4:05
<a href="#">KAVP</a> Scranton, PA	<a href="#">KBGR</a> Bangor, ME	368 nm	2:10
<a href="#">KBGR</a> Bangor, ME	<a href="#">CYYR</a> Goose Bay, Newfoundland	609 nm	3:35
<a href="#">CYYR</a> Goose Bay, Newfoundland	<a href="#">BGBW</a> Narsarsuaq, Greenland	677 nm	3:59
<a href="#">BGBW</a> Narsarsuaq, Greenland	<a href="#">BIKF</a> Keflavik, Iceland	652 nm	3:50
<a href="#">BIKF</a> Keflavik, Iceland	<a href="#">EGNM</a> Leeds-Bradford, UK	884 nm	5:12
<a href="#">EGNM</a> Leeds-Bradford, UK	<a href="#">LFKB</a> Bastia, Corsica	812 nm	4:46

From	To	Distance	Time
<a href="#">LFKB</a> Bastia, Corsica	<a href="#">LGIR</a> Iraklion, Greece	851 nm	5:00
<a href="#">LGIR</a> Iraklion, Greece	<a href="#">HESN</a> Aswan, Egypt	789 nm	4:38
<a href="#">HESN</a> Aswan, Egypt	<a href="#">HSSS</a> Khartoum, Sudan	501 nm	2:56
<a href="#">HSSS</a> Khartoum, Sudan	<a href="#">HKLK</a> Lokichoggio, Kenya	689 nm	4:03
<a href="#">HKLK</a> Lokichoggio, Kenya	<a href="#">HKNW</a> Wilson Nairobi, Kenya	362 nm	2:07
<a href="#">HKNW</a> Wilson Nairobi, Kenya	<a href="#">FWKI</a> Lilongwe, Malawi	767 nm	4:30
<a href="#">FWKI</a> Lilongwe, Malawi	<a href="#">FALA</a> Lanseria, South Africa	798 nm	4:41
<b>Total</b>		<b>11,075 nm</b>	<b>65:08</b>

### Preparing for the Certificate of Airworthiness Inspection

The first order of business was to have N5599V deregistered from the US register and have her registered with the South African CAA. Following the usual paper processes and endless e-mails, deregistration was completed a month after the Bonanza's arrival and a few weeks later the CAA issued our Certificate of Registration, having approved our requested registration: **Z S - M J M**.

In addition to an Import MPI, a few major maintenance items were due and for the remainder of 2017 and into 2018, MJM underwent a thorough maintenance process which included the 10-year wing bolt replacement, flap actuator and flexible shaft replacement, landing gear gearbox overhaul, propeller CSU overhaul, engine fluid hose replacement, transponder registration and the compliance with some outstanding Service Bulletins (SBs).

The issue of SBs can turn into a bottomless money-pit if one is unaware of the difference in regulations between the FAA and the SA CAA. In the US, an SB for a Part 91 aircraft (GA, non-commercial) is considered advisory and components such as engines, landing gear and flight control components are overhauled or replaced on-condition. In SA however, most SBs are mandatory, so an imported aircraft may have SBs outstanding – perfectly legal in the US but which require compliance here.

Before N5599V left the US, I had seriously considered overhauling the 1,200-hour engine but having given it a great deal of thought, I decided to rather invest the budgeted amount and fly the engine to TBO as it was still performing well. It was a little unexpected when Absolute Aviation advised me that the No. 3 cylinder was down on compression and a borescope inspection showed a slightly burned exhaust valve.

Again, I had a few options to consider: 1) Replace the No. 3 and 4 cylinders and pistons (opposing sides must be done together for balancing); 2) Perform a top-overhaul or 3) A complete engine overhaul. With the engine still good otherwise, I decided on a top overhaul which was done by Simon Law of Law Aero Engines at Lanseria.

With the engine reinstalled, it took until the end of May for the final items to be completed – the painting of the new registration, aircraft weighing, dynamic propeller balancing, landing gear uplock switch replacement, dynamic brake relay adjustment and a compass swing. At last, ZS-MJM was ready for the CoA inspection which was carried out over two days during the first week of June and on 2<sup>nd</sup> August 2018, following yet more admin delays, the long-awaited Certificate of Airworthiness was issued.

### *Aircraft weighing and CG determination*



### **Finishing Touches**

A week later, on the 10<sup>th</sup> August and a year to the day that the import process began, I headed to Lanseria to take delivery of MJM from Absolute Aviation. Once the legal, financial and operational formalities were complete, I filed an IFR flight plan and took off from Lanseria and headed south to GAV (Grasmere), WMV (Welkom), east to WRV (Warden) and north to HGV (Heidelberg) before making the approach into Rand Airport.

This first flight was both a familiarisation flight as well as a mini test-flight to ensure all was working as required. I used the opportunity to get used to the King Autopilot/Flight Director system, the Garmin Nav/Com/GPS units and the interface between the various components, the general handling, the operating speeds and to refresh myself with the engine management of a turbocharged big-bore Continental.

After two and a half hours of revelling in the joy of the occasion, I delivered MJM to Rico Kruger at SkyTrim and Jaco Kelly at Dart Aeronautical who were to complete the final work I wanted done – a new interior to replace the original, an external touch-up and various avionics modifications.



*ZS-MJM at Rand Airport  
following the test /  
familiarisation flight*

*(Credit: Bruce Perkins,  
FlightZone)*





*Avionics upgrades*

### **Bringing ZS-MJM Home**

And so, on the 28<sup>th</sup> September, it was with great anticipation that I headed to Rand Airport to FINALLY take delivery of ZS-MJM, a year after she landed in the country. A great deal had happened in the intervening 12 months and although the process should have taken significantly less time than it did were it not for numerous administrative delays, none of that seemed to matter as I prepared MJM for the flight home to Pietermaritzburg!



*Interior, exterior and avionics complete – ready for departure to FAPM*

With the IFR flight plan filed via HGV, WRV, LYV for FAPM, weather briefing and NOTAMS checked and the Bonanza fuelled and pre-flighted, it was time to head home. Departing off Runway 35 at Rand, Johannesburg Radar supplied radar vectors through the JNB TMA before clearing me direct to HGV. A short time later, JNB Area cleared me to FL110 and direct to LYV.

Once settled in the cruise at 28" MAP/2,300 RPM, TAS at 170 kts, it was time to explore the functions of the recently installed avionics. It's one thing studying the operation from a manual but far more beneficial doing it practically. With plenty to keep me busy, the 90-minute flight passed quickly despite the slightly turbulent conditions caused by the seasonal berg winds bringing a fair amount of dust haze from the Free State.

Just south of Ladysmith, JNB Area handed me over to Durban Approach who cleared me direct to ORI for the NDB approach into 'Maritzburg. Although the dual Garmin units are certified for RNAV approaches, I was not completely familiar with their operation and until I was, I felt more comfortable with the 'basic' NDB procedure. As it was however,



Durban kept me at FL110 way past my planned descent point and to maintain the minimum descent power setting of 18" MAP, I requested to route overhead the airfield for a left downwind for Runway 16.

Joining overhead followed by a left downwind, my mind wandered back to 1987, flying in the same circuit on the same hazy KZN afternoons with Mel Barker beside me in the Aero Club's C150's!

And so, at 14:15 on the 28<sup>th</sup> September with the landing checklist complete and family and friends waiting at the Aero Club, I touched down as I had done in ZS-JKK 31 years ago, almost to the day, on my very first solo flight!

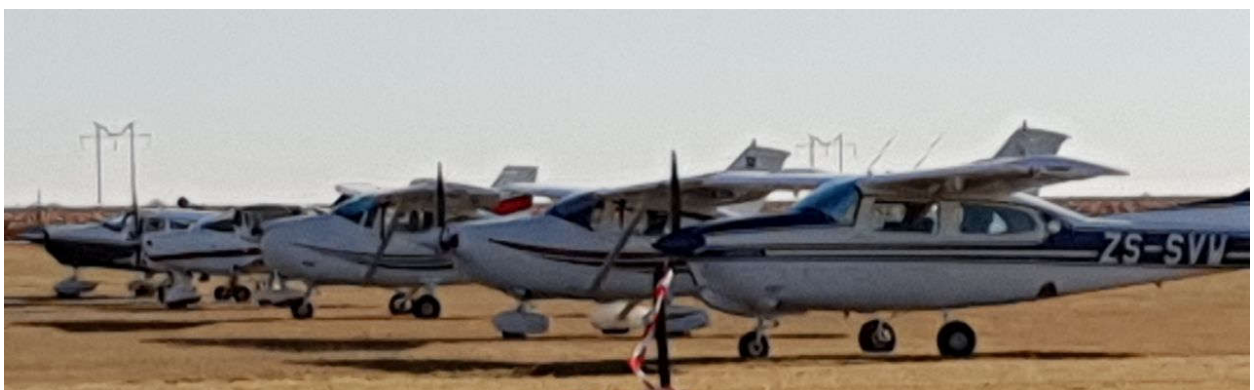
The taxi-in and shutdown was an emotional few minutes: This was a moment I had dreamed about for most of my professional flying career and with my family to share it with me, the Dream had at last become real!

*With Marianne, my wife and partner in this amazing project*



*The welcoming committee*

\*\*\*



How it's done at NAMPO

## Recent Events

### Pmb Breakfast Fly-in



It was a rainy day for the fly-in at Pmb Airport held on Sunday 18 November, but in spite of the weather preventing Aviation Enthusiasts from flying in from as far afield as Himeville, a few die-hards collected for a brekkie at the Club.

The overall consensus...future fly-ins will be held during our predictably great weather winter season!

oOo

### Christmas Party & Awards



The Christmas Party held on 15 December was attended by roughly eighty members and their families/friends. It was a fun evening with good food, great music and lots of awards.

Gifts of Appreciation were given to Michele Cameron and Martin Hellberg for all their years of service to the Pmb Aero Club





Long Service Certificates of appreciation were presented to Our Fuel Manager, Prince Nyandeni, for his 33 years of Service, to our Secretary, Julie de Klerk for her 17 years of Service, and to our Club Manager, Mark Meter, for his 10 years of Service.

Six students achieved their First Solo's this year: Nicole Schwülst, David van Rooyen; Nathan Lindsey; Henry Keith; Haden Jacobs and Gianmarco Zorloni.

Five Students became Private Pilot's this year: Joash Padayachee; Lucio Santoro; Gianmarco Zorloni; Henry Keith and Clyde Israel.

The following Floating Trophies were handed out for 2018:

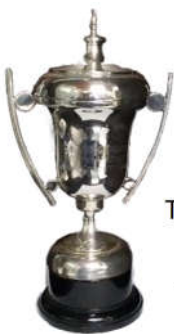


Best Student Pilot - Gianmarco Zorloni

- he completed his PPL from scratch in SEVEN WEEKS including all the exams! The fastest is normally 3 to four months.

Most Safety Conscious Pilot - Gary Lander

– for performing the most thorough pre-flights we have ever seen!



The Best Private Pilot – Club Competitions

The Spot-Landing Competition

– Lance Poynter (who tied with Mike Agnew, but Mike is a CPL so he doesn't qualify).

Distinguished Airmanship

Awarded by Nic Pharazyn, son of Dennis Pharazyn after whom Pharazyn Way, (the road to the Pmb Airport), is named, to Steve Svendsen – for calling two young Joburg pilots back from a late afternoon flight back home. They were delayed by





fuel leaking from their Port tank. Weather came in, the type that has caused deaths in the past, and they were planning to head home anyway.

Steve offered them beds at his home, and took them to dinner. We will never know for sure if they would have gotten home safely, but we know for sure that they did. They left in decent conditions the following morning. This is true Airmanship.



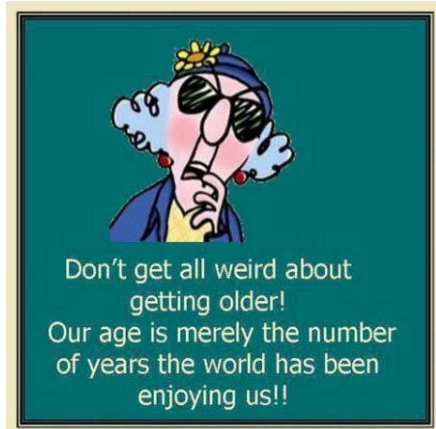
Many thanks to our Committee Members, Johan Riekert, and Lucio Santoro, who helped make this evening such a success! The décor was lovely, the band was fabulous and the meal was tasty.



More photos will be uploaded to our new website, [www.pmbaeroclub.co.za](http://www.pmbaeroclub.co.za)

## Upcoming Events

### 80<sup>th</sup> 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



AND

WOOOHOOOOO!! Well done!

To Nicole Schwülst who flew SOLO in ZU-WES on 9 November 2018 !



### Fresh PPL's & FIRST SOLO's!

CoNgRaTuLaTiOnS to Joash Padayachee who passed his PPL Flight test in ZU-WES on 15 Nov 2018





## Fuel Price



### Fuel Prices per litre

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	December Rate
AVGAS	R23.20	R22.50	R21.20
JET A1	R15.40	R15.40	R15.50

## New Website

The Club has a **new website** with very *useful Pilot Resource* pages – these are designed to assist the PPL with accessing information quickly and easily, like what to do when you need to do your annual PPL renewal with a direct link to the form you need to fill in, direct links to NOTAMS, AIP Sups and AIC's etc. Take a look.

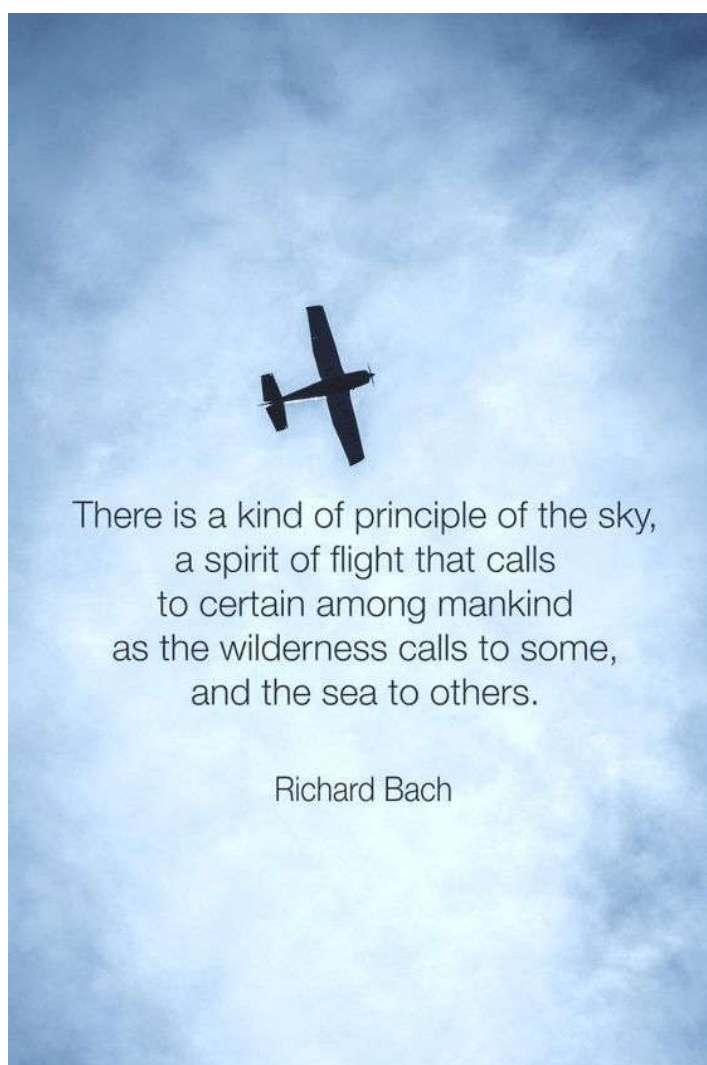
[www.pmbaeroclub.co.za](http://www.pmbaeroclub.co.za)

Have someone visiting? Point them towards our *Visitor's Page*, which has local reporting points, local agreements with ATC and Tower and Fuel open times, as well as an accommodation link to Lincoln Cottages who also provide transport to and from the Airport.

For *Student Pilots* there are *extra resources*, such as the nav log download and flight plan forms. We plan to keep adding to the resources page to make it the most useful page on the internet for the Student Pilot.

The *Gallery* will continue to be added to, and if you have great pics you want to share, or resources you would like to see included, please send them to [telani@pmbaeroclub.co.za](mailto:telani@pmbaeroclub.co.za).

There is also a *Calendar of Events* on the website, which will be updated with Club Events for 2019 in January. Please take a look at this for our exciting plans for the New Year.





## 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
C150	0.5	0		0	4.2	1.1	
per hr hire rate	R1190	R1190	R1480	R1480	R1480	R1883	R1903
C172	41.5	32.9		23.1	19.4	29.2	
per hr hire rate	R1870	R1870	R2050	R2050	R2050	R2482.50	R2503
Sling 2	71.0	27.4		48.2	48.2	62.7	
per hr hire rate	R1010	R1010	R1110	R1110	R1110	R1513	R1533
Arrow (dual ph only)	R3519	R3519	R3519	R3519	R3519	R3519	R3519
Instructor rate							

### New Club Members:

A warm welcome to our new Members, A Wilmot and R Domleo.

SEAMS is here – NEW aircraft booking system!!



Well, why should you care? Because it can track your license and medical renewals and will warn you at three months, two months and one month before it is due!!

Also, used properly, this fabulous system tracks our aircraft hours and documents so that we would have to make a concerted effort to fly the aircraft illegally! Isn't that simply fabulous?! No more worries about accidentally over-flying an MPI, a Compass Swing, or missing something like Weight & Balance!

A system is only as good as the information entered into it, so look out for the first SAFETY MEETING / SEAMS WORKSHOP towards the second half of January 2019.

Don't worry, it will take less than an hour to make you an expert! Remember to bring your Cell Phone as there is a SEAMS App as well!

**This page is Sponsored by Steve Svendsen**

Aircraft news...

Club Aircraft :

## **NEW SLING FOR THE CLUB**

Due to the popularity of the Sling 2, the Club will soon have another Sling 2 912iS available for hire ! Look out for the delectable



ZU-SAA.



## **ZS-JKK**

ZS-JKK has been SOLD for R250,000 which is an excellent price in the current market.

## **ZU-WES**

WES had the Regulator and Stator replaced, again, and again under warranty. The new exhaust pipe with springs that allow for movement is still cracking with alarming frequency. Our RPA is doing all he can to trace what may be causing this, and even The Airplane Factory are scratching

their heads. Some thoughts are it is a vibration generated in the gearbox. To this end, we are flying circuits on the Climb prop setting only. Otherwise for Navigations, treat the prop normally. Once the cause is identified, it will be corrected. It appears to be a painfully slow process of elimination to detect the cause.

Interestingly enough, do you know why you say you have to work the bugs out of your computer? Well, bugs, like ants and spiders took a particular liking to early motherboards and wreaked havoc. They caused electrical shorts which resulted in erratic errors. The bugs had to be physically removed to solve the problem.

\* \* \*



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*Death is just nature's way of telling you to watch your airspeed*

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## Our Aero Club Committee:

**President:**

**Anthony Grant**



**Chairman:**

**Steve Svendsen**



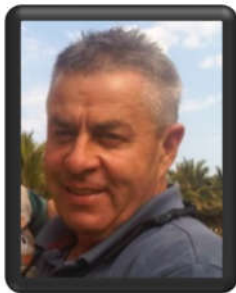
**Treasurer:**

**Martin Hellberg**



### **Committee Members:**

**Gary Hughes**



**Brian Hawksworth**



**Lucio Santoro**



**Johan Riekert**



**John Arkley**



# **PUB 'n GRUB**

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# 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.

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To learn more our website is at [www.aircraftafrica.co.za](http://www.aircraftafrica.co.za) and the manufacturers [www.directfly.cz](http://www.directfly.cz) or [www.ekolot.pl](http://www.ekolot.pl).

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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.

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Combined B190/BE20 Training  
C208 training  
PC12 Training  
E120 (Embraer) Training  
JS41 training Training  
BE9L training  
B350 training

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For more info or to book, call Anton Rousseau on 082 562 5060 - or email; [anton@gryphonflight.co.za](mailto:anton@gryphonflight.co.za)



FOR SALE

## FOR SALE - C172N Engine

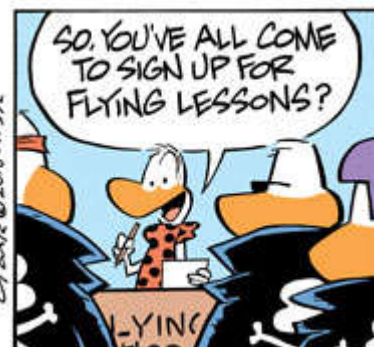
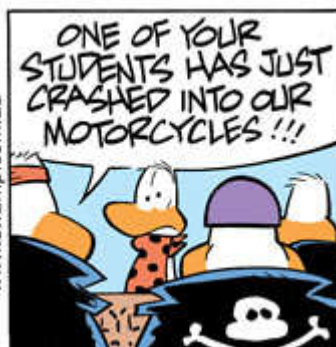
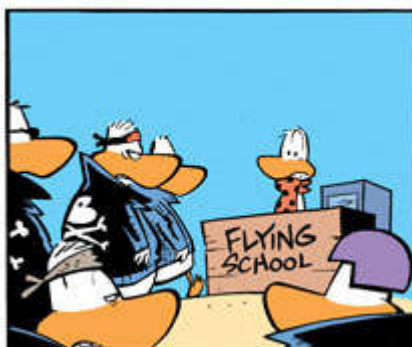


Lycoming 0-320 H2AD Timex complete Engine,  
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[pmb-aero@mweb.co.za](mailto:pmb-aero@mweb.co.za)



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
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:**

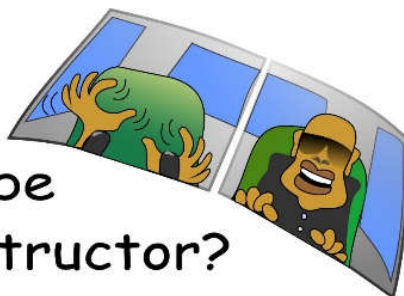
Square Protractor	R 215	In stock
Ruler	R 200	In stock
E6B Whizz Wheel	R 250	In stock
CX2 Pathfinder	R1,400	In stock
Aircraft Checklist	R 30	In stock
Kneeboard	R 380	In stock
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## Safety Culture

Simulated Forced Landing Failure

**And You  
Wanted to be  
a Flight Instructor?**



Light Plane crash lower Illovo in sugar cane field near Mother of Peace.



If you ever want to know why your Instructor freaks out when you go for the flaps before adding power, here's why:



During a training flight, on 12 November at approximately 15:00LMT, a Cessna C152, ZS-SCK belonging to DAC, (Durban Aviation Centre), was firmly planted in a sugar cane field next to Illovo River. Both Student and Instructor staggered away, a little dirty, but otherwise unharmed.

The Student Pilot, Kwazi Lungelo Mabaso, (19 yrs), planned to go-around from the simulated engine failure exercise he was practicing. He dumped the flaps prior to adding power, and then pushed nose forward to prevent stall all at a few meters above the sugarcane field.

His Instructor, Makhosandile Innocent Mnyandu, (22yrs) was busy looking out the window at monitoring the sugar cane height, and didn't anticipate this rookie mistake.

The end result- a simulated emergency became a real emergency.

They were aiming for this:



but shorted it 12m to the right and ended up like this:



Which resulted in this sad sight:



So, what's the lesson here?

1. Leave a bit of height for a potential stuff-up which is why we don't recover so close to the ground. Students on their own must recover by 500ft AGL, with an Instructor it is up to Instructor discretion but I recommend no lower than 200ft for an aware Instructor, unless you are planning to land off the Simulated Failure exercise, when may only be done at your main base airfield.
2. ALWAYS apply POWER FIRST, then flap IN STAGES!!! No dumping of FLAPS!!! NOT EVER !!

These things become HABITS and cell memories and we tend to act on "automatic pilot" so make sure your "automatic reaction" is the safest one!!!

*CFI Summary:*

The Instructor made a HUGE boo-boo.

Luckily no one was hurt...

Except for the guy that has to foot the bill...

And the other students who are now an aircraft short.

And ZS-SCK who will never be the same again.





# ANOTHER CESSNA 150 SPINS INTO THE GROUND.

# S

## SYNOPSIS

The instructor/owner of the aircraft was accompanied by a passenger (private pilot) on a local flight from Vereeniging aerodrome to the General Flying Training Area west of van der Bijl Park when the accident occurred.

According to the fuel attendant at Vereeniging aerodrome, the aircraft was refuelled with 30 litres of AVGAS 100LL, 15 litres in each tank prior to the flight. He stated that the tanks were not filled to capacity and could not indicate what the fuel state of the aircraft was after the refuelling operation.

At 1349Z the aircraft took off from Runway 03 at Vereeniging aerodrome and routed towards the General Flying Training Area west of Vereeniging.

According to an eye witness who had been working on a farm in the Holfontein district (19 nm South West of Vereeniging aerodrome and just to the South of the General Flying Training Area) he noticed the aircraft approaching from an easterly direction at a relatively high altitude when he heard the engine sound diminish where after the aircraft's nose dropped and started to spin to the right. The aircraft completed several spin rotations and collided with the ground while still spinning.

Another eye-witness also noticed the aircraft just prior to the accident and also saw it enter a spin but indicated a left-hand spin as opposed to the first eye-witness who had indicated a right hand spin. He also stated that the aircraft continued spinning and collided with the ground. Both occupants were fatally injured on impact and the aircraft was destroyed.



## PROBABLE CAUSE

The accident occurred following an intentional spin manoeuvre when the aircraft failed to recover and was seen to complete several spin rotations before colliding with the ground and fatally injuring both occupants. No mechanical or medical factor that could have

## CAA ACCIDENT REPORT SUMMARY:

**Date of Accident:** 10 December 2002

**Time of Accident:** 1500Z

**Aircraft Registration:** ZS-TAC

**Type of Aircraft:** CESSNA 150J

### PILOT-IN-COMMAND

**Licence type:** COMMERCIAL

**Licence Valid:** Yes

**Age:** 65

### PILOT-IN-COMMAND FLYING EXPERIENCE:

**Total Flying Hours:** 4435.0

**Hours on Type:** Unknown

**Last point of departure:**

Runway 03, Vereeniging aerodrome

**Next point of intended landing:**

Vereeniging aerodrome

**Location of the accident site:**

On a maize farm in the Holfontein district, approximately 19nm South West of Vereeniging aerodrome. South 26°40'28.6" and East 027°38'02.6".

### METEOROLOGICAL INFORMATION: CAVOK

**Number of people on board:** 1+1

**No. of people injured:** None

**No. of people killed:** 1+1

contributed to the accident was found.

## JIM'S ANALYSIS

I'm afraid there will be a lot of folks who disagree with what I have to say here. Let me just come out and say it first, and then try to justify it.

I am scared to spin Cessna 150s.

Yes, I do know that there are plenty of pilots who have spun 150s hundreds of times, and they have had no problems at all – in fact I fall into that category. My difficulty is that the folks who say this, are all alive. The folks who agree with my argument are mostly not around to offer me their support in this discussion.

Remember the two youngsters near Uitenhage who spun in a couple of years ago? Brothers, I think. Then there was Boots O'Riley, who had been instructing around the country in his 150 pretty much since the end of the war. He had many thousands of hours doing just that. I bumped into him one day in Oudtshoorn. He was white as a sheet and told me he would never spin one again.



Then there was another youngster, whose name I have forgotten. I trained him in George. A couple of years later he was instructing for the Defence Flying Club at Swartkop. He spun into the ground with a pupil.

There must be many more. And now we have this one. An instructor with four-and-a-half thousand hours spins into the ground without any external sign of attempted recovery.

I heard from someone who knew the instructor, that he was an enthusiastic aerobatic pilot, so one must assume that he was totally familiar with spinning.

Years ago I was instructing in my little Colt at Plett. The boss of the club, Carel van Aswegen, had a 150 on which he wanted me to teach all the pupils full spins – because my Colt really didn't want to spin. I refused, telling him I was scared of spinning 150s. So he booted me out of the club, and found a young instructor who was happy to do spin training on Carel's aeroplane.

Anyhow, his first spinning lesson with one of my ex-pupes had both the instructor and the pupu staggering out of the aircraft looking green. All the instructor could say was, "That bastard Davis is right. I will never spin a 150 again."

Before we drop the subject – 150s were grounded in UK, Canada and Australia, at different times, to try and get to the bottom of the problem – without success. So they keep spinning and every now and then another one fails to recover – often with extremely competent and experienced instructors on board.

Perhaps the problem is that 150s are incredibly sensitive to rigging. Ian Ritchie, the engineer in PE, had rebuilt one, and I did the test flight on it. Everything was fine until I stalled it.

It flung the right wing down viciously. I tried several times, with and without flaps, and the result was always the same.

Ian adjusted the rigging and I flew it again – no change. After much messing around and many test flights, the CAA




sent down an expert to fiddle and measure every conceivable angle. They could find nothing wrong – but the problem continued. Eventually they threw the wing away and got a new one from the States, and the

doesn't want to recover. You may think it is worth the odds. I don't.

#### WHAT CAN WE LEARN?

I have heard on several occasions of pilots who claim that opening the door, on the outside of the spin is effective in stopping 150s from spinning. I have no personal experience of this, but I guess it is worth a try if all else fails

There is no reason why you should listen to me instead of your local instructor. All I can say is that if it were my kids learning to fly, I would tell the Flying School that I would love them to do spin training, although it is not in the PPL syllabus any more. But I would not feel happy for them to do it in a 150. They would need to scratch around for a grey-beard instructor and something like a Cub, a Super Cub, a Citabria, a Tiger Moth, or a Chipmunk. 

## Every now and then another one fails to recover

trouble was fixed.

My point is that the slightest distortion, or rigging problem, may indeed make some 150s unrecoverable. Just my guess.

Sure, I know it is only one in a thousand, or ten thousand, or whatever, that

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!



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