

Telstar Feb 2017

Update from CAA and aircraft on ATO

The problem with being in the flying game for a number of years is that one begins to reminisce about the “good old days”.

The days I presently miss most is when a flight school could get a copy of an aircraft owner's aircraft documents, make sure everything was in order, place in in an aircraft file along with an entry of the aircraft registration in the aircraft used list, and go ahead and train the owner on his aircraft.

Not anymore.

All documentation has to be sent to the CAA, along with a rather hefty fee, of over R2000 for the school Training Approval to be amended, and only 30 days are given for owner training for aircraft maintained under Part 91. Approvals seem to take an absolute age, and it is virtually impossible to reach the woman doing the work by phone or email.

Now imagine trying to juggle this narrow 30 day window, (which sometimes is shorter because of CAA signature delays), between weather, business commitments, and instructor availability when you are trying to do something like an initial twin rating.

Perhaps I am mistaken, but doesn't this seem counter-productive and more like a hindrance to safety than a support of it?

Reminder: License Renewals & Club Copies

Members flying Club Aircraft, PLEASE make sure we have a COPY of your CURRENT flying license for our records. This includes latest license update and Medical, and we need this ANNUALLY. Either bring it in for us to copy, or email us a copy to pmb-aero@mweb.co.za

- REMEMBER PPL renewal flight “tests” are called “Competency Checks”, and are done every SECOND year.
- In-between you need to:
 - pay your renewal fee, (presently R400 for a PPL), and
 - send in a CERTIFIED summary of the last twelve months of your Logbook, (including the last three pages and any endorsements done in the last twelve months), and
 - you need to send in the completed form CA 61-01.16 “ANNUAL SUBMISSION FOR MAINTENANCE OF PILOT LICENSE VALIDITY”.

You can do this without an Instructor, the form is on the CAA web page, here's the path: www.caa.co.za → Information for the Industry → Personnel Licensing → (then in the RIGHT column under the heading “Other Important Links” click on “Forms” → Category : Part 61 Forms - Pilot (65) → CA 61-01.16


And there you have it! Independence in 5 simple clicks!

- You may do this up to 90 days IN ADVANCE of the expiry of your license, and your license will be renewed from its current expiry date.
NOTE: If you submit your paperwork 91 days before expiry, it will be renewed from the date of your submission and you will lose 3 months off your license.

I recommend you make use of the renewal grace period (which has been the same for as long as I can remember), because CAA is going through a new license system “upgrade” and so license

processing has gone from 1 hour for hand deliveries and 3 days for multiple applications and post to a seven to eight working day processing period.

My recommendation: be ahead of the game to avoid inconvenience to yourself.

<p>New Headsets!</p> <p>We have new headsets for Club Pilots and Students to use. We have the same for sale from the office for</p> <p>R 2,736.00</p>	
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NB: Passenger Levy at FAPM

Airport Management is now charging a PASSENGER LEVY of R55.30 per passenger. This affects Hire and Fly of Club Aircraft and Private Aircraft alike. Please note, you may be billed through the Club for this when utilizing Club Aircraft.

Training flights will not be affected by this.

Landing fees for the C172 is R115.80 per landing.

The Unnamed Pilot's Tyre Wobble at FAPM

It was a humid Saturday, and hiding from the baking sun enjoying a take-away lunch under the shade of the pepper tree, seated patiently on a white bench I found him sitting quietly munching away at chips and a toasted sarmie, his unruly locks framing his ready smile as he offered me a chip.

Parked on the apron, was his trusty steed, well, she was usually trusty... The aircraft had come out of MPI in Jo'burg a mere three hours previously, and our un-named pilot had been expecting to be home by now, except, for the first time in his long flying career, he had experienced a very, alarmingly, wobbly starboard main tyre. Erring on the side of safety, he chose not to take off, but to return to the GA area, and call an AMO from OFS. He found the nuts on the tyre were so loose that he could rotate them with his fingers.

About 12h30 Michael arrived, and they jacked her up... carefully...

It is amazing how much spring is in the spring-loaded undercarriage! Then with a hiss they released the air out of the tyre, (if this isn't done, the split rim has been known to pop off as the last bolt is loosened, and has claimed at least one man's leg as a Darwinian trophy).

Not only were the nuts loose on the three bolts, but the axel nut was loose too. Apparently all this is supposed to be nipped tight and the bolts torque checked as part of a standard MPI.



The tyre was removed, the bolts and tube checked, put back together and properly torqued. Then it was all wiggled back onto the airframe, properly nipped tight on the axel nut, and the split-pin replaced.

Our careful pilot and his once again trusty steed were able to head home all in one piece!

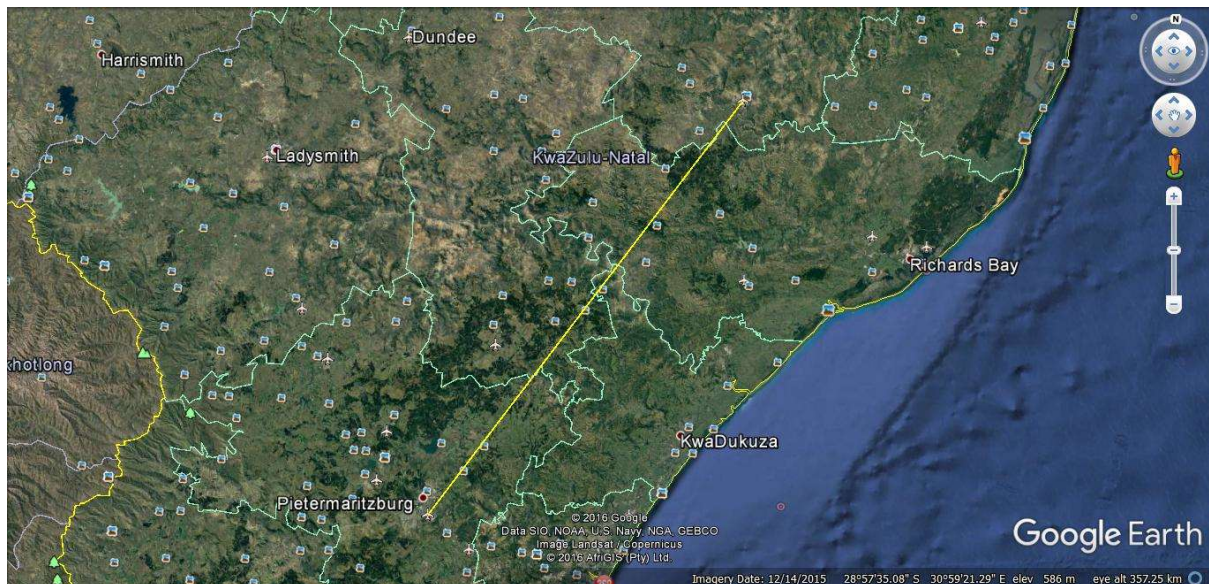
XXX

I feel it important to note that our un-named pilot mentioned screws were missing from the inspection covers after the MPI. This is perhaps a warning of “shoddy” workmanship, and perhaps as Pilots we need to be aware of tell-tale signs like this that may require extra vigilance and precautions from us.

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:	Emoyeni Lodge
This month:	Ulundi FAUL – uMuzi Bush Camp
Distance from FAPM :	96nm



FACILITIES : Restaurant, accommodation, pub.

WWW: <http://www.umuzibushcamp.co.za>

DISTANCE FROM THE AIRFIELD: 3km. Pickup by arrangement.

CONTACT: 035 870 2500 – uMuzi Bush Camp

082 825 6896 – Rex Duke

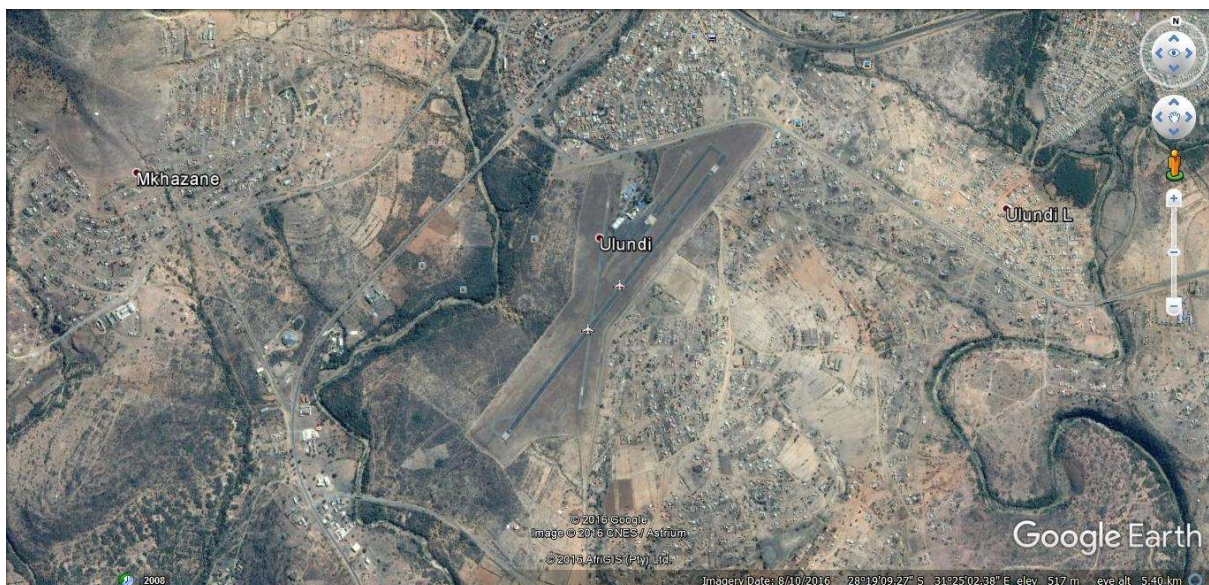
ELEVATION: 1720ft

CO-ORDINATES: S28°19' E031°25'

RUNWAYS: 05/23 1640m Asphalt

02/20 826m Asphalt

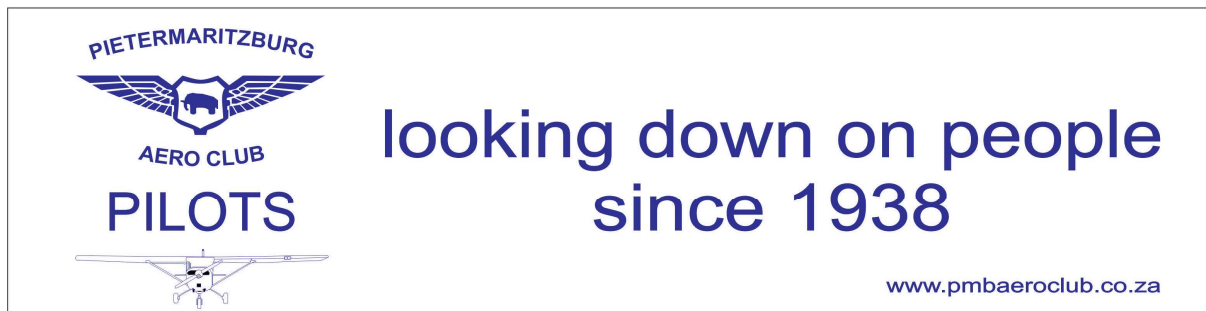
Trans Altitude 7100ft. RH circuit rwy 05 and 02, 180 degree turns prohibited. Rwy 20 for t/off only, rwy 02 for ldg only.



Bumper Stickers

Club Bumper stickers available at R10 each. The stickers are especially useful if you struggle to remember the key code to enter the Club's big black gate, as the code is the year the Club was established, and appears on at least one of them.

Dampen the sticker before applying to vehicle as you can then adjust the position and smooth out creases. It will stick good and proper within 30 minutes. This is one of four, and the only one with a date:



Club and Pub

I had the Chicken on Friday night. It was flame grilled on the braai, was moist, and absolutely delicious.

Prices are excellent. Wors and onion roll is R20.

Portuguese Prawns and Chicken available too.

Don Carlos is open at the Club Wednesdays to Sundays from about 10am for snacks, lunch and supper.

Committee Corner

The Club roof has been patched and seems to be holding. The fuel pumps are being kept in safe working order. The gardens have been neatened and planted thanks to Mike McDonald and Steve Svendsen.

Till next time,
Happy Flying!!

