

AUG 2019



TELSTAR NEWSLETTER



PIETERMARITZBURG
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Table of Contents

Pub Talk – To stay, or not to stay, that is the question.	3
Alan Knott-Craig: Getting your mind around why it’s possible to be optimistic about SA	3
Recent Events.....	7
Farewell to Julie	7
Bring & Braai & Safety Meeting (qualifying KZN Passport Event).....	9
Upcoming Events	9
Richmond Breakfast Fly-Out	9
Pmb Aero Club Breakfast Fly or drive In	9
Bring & Braai & Safety Meeting (qualifying KZN Passport Event).....	10
Club Comms	10
First SOLO.....	10
.....	10
Fuel Price.....	10
Fleet Hours & Hire Rates.....	11
Club Aircraft Hours Flown.....	11
New Club Members:	11
Our aircraft news... ..	11
Aero Club Shop	21
When things go wrong.....	22
Safety Culture – pushing the limits.....	22
Two South Africans killed in Tanzania crash	22
Member’s Submission.....	25
Time to separate the boys from the men.....	Error! Bookmark not defined.

Pub Talk – To stay, or not to stay, that is the question.

It's a tenuous link at best, I know, but this was sent to me by Jim Davis, and since Jim is all about Aviation (and the following article is not), I am presuming to link it by association... Enjoy! I certainly did!

<https://www.biznews.com/undictated/2019/08/23/alan-knott-craig-optimistic-sa>

Alan Knott-Craig: Getting your mind around why it's possible to be optimistic about SA

23rd August 2019 by alec@biznews.com



Every now and again I ask my pal Alan Knott-Craig to apply his fertile mind to reasons why fellow SA-optimists shouldn't be sent to the booby-hatch. He responded today with some practical reasons why those of us in this tiny camp should be committed, in a positive way of course. And as he has done before, this young father of three girls, a CA who returned home from New York in 2003 to follow his entrepreneurial path, has delivered a piece guaranteed to uplift even the most cynical of his fellows. Have a read. And a smile. – Alec Hogg

By Alan Knott-Craig*

South Africa's vibes are pretty negative at the moment.

[Eskom](#) (still). ANC factions. [Zondo Commission](#). Baddies not in jail. [Army in Cape Flats](#). Crime.

Everyone seems to know someone who's leaving Joburg for Sydney, without passing Cape Town or Durban.

Depressing stuff. Makes you think whether it's time to consider Plan B's.

Maybe it's time to leave the country.

There are plenty of good reasons to throw in the towel.

Crime. Crooks. Corruption.

There are also plenty of good reasons to eat anchovies. At the end of the day, what you do is up to you.

But before packing your bags, you need to find reasons to NOT panic. You need rational arguments for why SA is not heading for economic (and social) chaos.

Unfortunately, there are no rational arguments.

Also read: [Alan Knott-Craig: Why SA is perfect training ground for global success](#)

All the evidence points towards doom. The only hope we can cling to is that we've been in the same situation on several previous occasions, and the country somehow confounded the doomsayers.

But hope is not a strategy.

Neither is a non-SA passport.

It's nice to think you can hop on a plane if things get really real, but in truth most of us are economic prisoners.

We can't leave SA because we can't afford to live anywhere else and have the same quality of life.

London, Tel Aviv, Singapore and Tokyo are awesome. Absolutely stunning cities, great food, trains on time. A beer costs R100. A house costs \$5m.

Nairobi is a lot cheaper. Beer costs R35, but it takes 90min to travel 10km through gridlocked traffic, all day every day.

The trouble is South Africa is ***the only country in the world where we can be happy.***

We can't braai in England (it's illegal to burn wood), or visit family in Australia (no family in Oz), or live in a decent house in New Zealand (too expensive), or drive to work in Hong Kong (permanent traffic jams), or breathe in Beijing (permanent smog), or be proud of your president in America (imagine having [The Donald](#) as your chief ambassador?)

It is possible to live elsewhere.

It's just not possible to be as happy elsewhere.

Only South Africa has our families, our culture, or boerewors, our humour, our weather, our chutney.

Only South Africa has the Karoo AND the Transkei AND Golf Reef City.

Only South Africa lets you see the stars at night AND buy a decent cappuccino.

Only South Africa gives you opportunities to help other people, to pay their school fees, to give them a job, to ***give you purpose***.

In South Africa you can make a difference in other people's lives.

The trick is to realise there is no happy alternative.

Once you've come to terms with not having a Plan B, it's a lot easier to commit.

And that's what we all need to do: Commit.

Because if we don't commit, we'll definitely be unhappy, and we'll probably fail.

The next few years in SA will not be easy. Which is ***great news***.

Good times are not really useful for getting ahead.

As Petyr Baelish said in *Game of Thrones* (a few hours before having his throat slit), "Chaos is a ladder".

True opportunity only arises when everyone is heading for the exits.

Right now, everyone is heading for the exits.

Which means there's never been a better time to be optimistic.

We're South Africans. We're used to tough times. Zuma has trained us well.

You can't do anything about Zondo, you [can't put Markus in jail](#), you can't change interest rates, ***you can't leave the country***.

As long as you're not leaving, you're staying.

If you're staying, you may as well commit.

To commit 100%, there's no room for doubt and pessimism. You need optimism in the front seat.

Here are four tips for being optimistic:

1. Travel internationally. It's only when you see the other side that you appreciate that the grass isn't greener.
2. Invest in Rand hedge shares on the JSE: ABI, BAT, Richemont, Naspers, Anglo, Glencore. That way if the Rand crashes, your investments will go up. If the Rand strengthens, great news for you because you're living and earning in Rands.
3. Don't read the newspapers. Firstly, they're biased towards bad news because bad news sells. Secondly, you can't influence 99.9% of the stuff you read about. If you can't influence it, ignore it. It's just wasted energy. Save all your attention for stuff you can influence.
4. Make sure you have a purpose other than just making bucks. Orphans, or cancer patients, or rhinos, or whatever. Unlike Switzerland, South Africa is a country with lots of injustice. Lots of opportunities to make a difference and have purpose in life.

Think of it this way: If SA's future is bad, it doesn't matter what you do, you're screwed.

If SA's future is great, and you spent ten years worrying about the future, then you'll be kicking yourself ten years from now for having needlessly spent all that time stressing and worrying.

Everything will be ok in the end. If it's not ok, it's not the end.

- **Alan Knott-Craig is the chairman of Herotel**

oOo



Collecting points for the KZN Passport Program!! How far have YOU flown??

<https://www.pmbaeroclub.co.za/qe>

Recent Events

Farewell to Julie

After 18 years of working at the Pmb Aero Club as Club Secretary, Julie de Klerk as found her wings and flown off to England on a new adventure.

Julie's well attended farewell party was held on Friday 23 August.



Julie de Klerk & Steve Svendsen

Club Chairman Steve Svendsen said a few words:

"It's a sad day for us to see Julie leaving us. We are not sure why, but I think it might be because of Paddy, we'll have to see, (laughter).

Julie, thank you very much for the last 18 years you have given to the Club, we'll be very sad to see you go. We thank you for all your hard work, and we passed the hat around and we got quite a bit of toilet paper"

Julie: "Ja, till I earn pounds I can't afford it" (laughter)

(Julie, an avid reader, was delighted with the Kindle the Club bought her as a thank you gift, safely tucked away in the tissue paper).



Martin Hellberg, (previous Treasurer), Julie and Johan Riekert, (present Treasurer)

Martin Hellberg, who recently stood down as Club Treasurer after serving for 37 years, had this to say about Julie:

"Julie has been here a bit longer than the 18 years we think she has been here, because she actually qualified as a draftsman but decided with three young kids at home it wasn't the right way to live her life and she wanted to learn a bit about book keeping, so she went on a Pastel Course. We had kids, I'm not

sure which kid, but at Ridge together, and that's my earliest memory of Julie, sitting with her and my late wife on the edge of the sports field at Ridge, and that's when I first met her.

She subsequently contacted me and said, "I've done this Pastel Course, I know absolutely nothing about book keeping, I need experience, can I come work at the Aero Club please, without any salary, I just need experience."



Vanessa, Sakkie & Julie

So I said, okay, fine, pull in. So she pulled in here and she worked for us for a while, whenever the book keeping was being done and salaries being done and so on, Julie pulled in and she picked up some skills. So in due course when Wendy decided she was leaving to go off to greener pastures, Julie was the natural person to step into that position and take over the job. So she worked for no salary

for three or four months and then we got to the point where we felt obligated to start paying her a salary. (Laughter). Her last day is actually on Monday, which is pay day, she is making sure she gets paid (laughter).

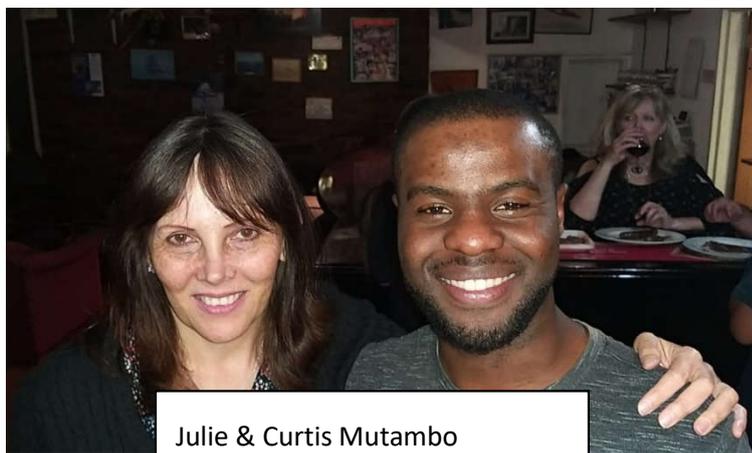
Julie was married when she joined the Aero Club, and when she became employed by the Aero Club, and sadly a few years later she was no longer married, she became SOLO, but she has never had a SOLO PARTY, so Curtis has a nice mixture up there, (Martin pointed to the dreaded propeller cup, and Julie not being a drinker gave him a playful slap on the shoulder to more laughter).



Kenny O'Connor, Greg Nanny, Julie & Simon Dinkelman

As you well know, I have been involved with the Club a long time, and in the first nineteen years I was the Treasurer, we had eight book keepers, and then Julie arrived and she has been with us for the next eighteen years. (Clapping). So it has been wonderful to have that stability in the office, she has always been scrupulously honest and correct about what she does when she does it and how she does it, and she really has been an asset to the Club.

(Martin turned to face Julie) We are going to miss you, all the best with your venture in the UK, and have fun, and earn lots of Pounds. (Clapping and singing of "She's a jolly good fellow").



Julie & Curtis Mutambo

Julie also said a few words and promised to pop around, and said "Thank you all for coming, I appreciate it. I have had a



Brian Hawkesworth & Julie

wonderful eighteen years, mostly highs and a few little lows, but it's been awesome, met some wonderful people, and you are all here today as well, a few that couldn't make it. It's been great, and I thank you very much, and I will miss this place, I know. But I am also very excited about my new venture. (Clapping).

oOo

Bring & Braai & Safety Meeting (qualifying KZN Passport Event)

The Safety Meeting held on Fri 30 August, about Weather and Other Emergencies was presented by our Safety Officer, Brett Mouton.

Many interesting aspects of how weather can catch the unwary pilot were discussed. It was well worth attending.

Make sure you are at the next Club Safety Meeting!

Upcoming Events



Richmond Breakfast Fly-Out

When: Sat 21 September

Dept: 9am

Short flight, great food, come join in!

Pmb Aero Club Breakfast Fly or drive In

When: Sat 5 October

Time: From 9am



Bring & Braai & Safety Meeting (qualifying KZN
Passport Event)

When: Fri 11 October
Topic: TBA
Presented by: TBA
Time: 6pm



Club Comms

First SOLO



Well done to Kelly du Preez, who flew her FIRST SOLO
in ZU-SAA on 09-09-2019

Fuel Price



Fuel Prices per litre incl. VAT

incl VAT	Sept'18 Rate	Oct'18 Rate	Nov'18 Rate
AVGAS	R22.70	R23.20	R22.50
JET A1	R14.50	R15.40	R15.40
	Dec'18 Rate	Jan'19 Rate	Feb'19 Rate
AVGAS	R21.20	R19.90	R19.90
JET A1	R14.00	R13.40	R13.40
	Mar'19 Rate	Apr'19 Rate	May'19 Rate
AVGAS	R19.90	R20.30	R19.90
JET A1	R13.40	R13.80	R13.80
	Jun'19 Rate	Jul'19 Rate	Aug'19 Rate
AVGAS	R22.70	22.60	22.20
JET A1	R15.00	14.40	14.50

Fleet Hours & Hire Rates

All prices are VAT inclusive.

Aircraft	Hire	Dual	Fee per Landing
		Training/ Hire	
C172	R 2,100	R 2,503	R 24.85 / R 124.25
Sling 2	R 1,380	R 1,786	R19.40 / R 96.97
TRIAL LESSON:			
	C172	R 1267.35	
	Sling 2	R 973.90	



*Pilots take no special joy in walking.
Pilots like flying.*

Club Aircraft Hours Flown

Aircraft	Hours Flown						
	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019	Jul 2019
ZS-KVW	8.6	12.6	15.6	9.1	18.4	8.4	19.3
ZS-KNI	10.4	11.1	9.0	5.4	3.3	1.8	3
ZU-WES	23.3	29.1	9.6	45.9	11.5	0	0
ZU-SAA	n/a	28.7	34.1	34.6	75.3	43.5	55.8
TOTALS	42.3	81.5	68.3	95.0	108.5	53.7	78.1

oOo



New Club Members:

A warm welcome to our new Members: Steven Eatwell, Matthew Führi, Sanele Ndhlovu, Mbathi Ncgoba, Thando Mlindi, Mark Gothmann, and Eurico Stork.

Our aircraft news...

ZS-KVW – C172 ...Cessna 172... NIGHT RATED

Sadly on Thursday 29 August, 2019, KVW had an accident where she over ran the runway and ended up in a ditch at Morgan's Bay Airfield, also known as Brown's Landing. The pilot decided to land upslope on runway 25 with a quartering tailwind of approximately 289/10.



KVW, with four on board, over ran the runway, hit a tree and came to a stop in the ditch just before the road.

There were NO INJURIES to the people on board.

All the proper procedures were followed, and the SACAA decided not to investigate the accident.

Sadly, it appears that the damage to ZS-KVW, our most popular C172, is extensive, the cost to repair her on labour alone exceeds her working sale, and insured, value. The final outcome will follow in due course.



Location: Lat: 32° 41' 53.5056" S Long: 28° 19' 11.244" E

Runway: 07/25

Length: 549m (1800ft)

Elev: 200 ft

Runway conditions: Mowed grass.





ZS-KNI – C172 ...Cessna 172...

NIGHT RATED

KNI is available for hire and fly and night and instrument training.

KNI has LONG RANGE TANKS.

Remember to check your M & B which can be done quickly on SEAMS once you have inserted your EET.



ZU-WES – X333 ...Sling 2... LSA

So far so good with WES. He appears to be in excellent health now!

It is still early days, so we will continue to monitor his health.

Please remember to be vigilant about not over-revving him, MAX 5500 RPM so keep him BELOW this please! ZU-TAF was run too hard continuously, and it resulted in a tragedy. Please see the story in the Safety section at the end of this Telstar.



Air Force pilots have always wondered why Navy planes need tail hooks. Well, here's the answer. After a tough day of flying on an aircraft carrier, the planes are always washed, and they use the hooks to hang the planes over the side to dry.

Now you know...

WES is now even easier to land than before with his new fixed pitch prop, and his glide is better, watch out for that! Use 65 KIAS for the glide and approach speed.

Everything is a give and take, and the new prop means we do not fly quite as fast as before, and our climb is a little less impressive. You can count on about 95 KIAS in the cruise.

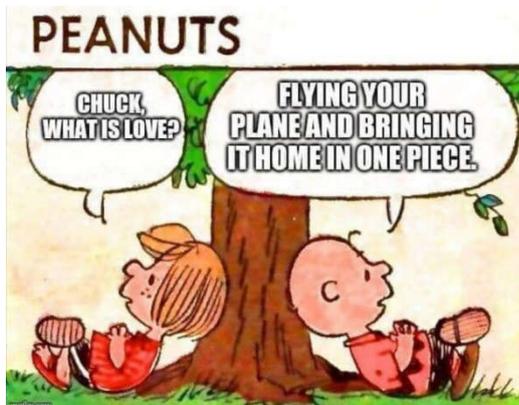
ZU-SAA – TCO6 ...Sling 2...

PPL ... NIGHT RATED

SAA still has his Constant Speed

Prop, so keeping an eye on the revs is still the CSU's job, and not the pilots'. Just remember to use only the Climb, (5500 RPM) and Hold, (5200 RPM), CSU settings to minimize gearbox damage. (see last month's write-up for more details).

oOo



MEDIA STATEMENT

12 SEPTEMBER 2019

PROBE INTO A RECENT LANDING BY A SMALL AIRCRAFT AT OR TAMBO INTERNATIONAL AIRPORT CONTINUES

Director of Civil Aviation Urges Investigators to Leave no Stone Unturned

[Johannesburg] The investigation into the unusual landing of a small aircraft at South Africa's busiest airport, i.e. OR Tambo International Airport (ORTIA), on Thursday, 29 August 2019 is picking up momentum. This is according to a team of investigators comprising inspectors from the South African Civil Aviation Authority (SACAA) and investigators from the Accident and Incident Investigations Division - an independent unit tasked with investigating aircraft accidents and serious incidents on behalf of the Department of Transport.

"While we are grateful that this was a non-fatal incident, which we view as bizarre, worrying, and an extremely dangerous act, we are resolute that we will leave no stone unturned in ensuring that those responsible are held accountable. All facts, evidence, and sequence of events and or decisions by all involved will be interrogated thoroughly," said Ms Poppy Khoza, who leads the SACAA as the Director of Civil Aviation.

The incident in question relates to a private flight involving a small aircraft called RV-10, which is a four-seat, single-engine, low-wing, amateur built airplane sold in kit form. In line with the SACAA's classification, the aircraft is regarded as experimental, and is mainly used for recreational purposes.

The departure point of this South African registered aircraft was the Free State Province's New Tempe Airport, and the intended point of landing was OR Tambo International Airport.

According to the preliminary information at our disposal, this was a private flight, and the aircraft was carrying three (3) people on board, i.e. two (2) passengers and a pilot who holds a Private Pilot's Licence.

Private Pilot's Licence holders are not authorised to conduct any commercial operations.

The aircraft landed at OR Tambo International Airport at approximately 13:25.

"Even though the aircraft did not sustain any damage, and no injuries to persons on board or on the ground were reported, what is very strange is the fact that the pilot landed the aircraft on a taxiway instead of a runway," Khoza elaborated.

A taxiway is a route along which an aircraft can taxi when moving to or from a runway.

"Many questions still need to be answered in order to arrive at a factual conclusion as to what led to this hazardous incident. It should not have happened, and it must surely never happen again. Moreover, this act has security implications as only passengers and personnel that have been screened or have the necessary authorisation are allowed on the airside of the airport. This investigation is being treated as a priority and must be concluded as soon as possible, as the incident has a direct bearing on aviation safety and security. South Africa holds an impeccable aviation safety and security record, and therefore, we will not allow anyone to undermine the safety and security of passengers and crew, which is why we shall do all possible to avoid a repeat of the similar incident" Khoza concluded.

-ENDS-

About the SACAA:

The South African Civil Aviation Authority (SACAA) is a Schedule 3A public entity reporting to the Department of Transport established in terms of the Civil Aviation Authority Act, 2009 (Act No 13 of 2009) (the Act). In terms of mandate, the SACAA is tasked with promoting and maintaining a safe, secure and sustainable civil aviation environment, by regulating and overseeing the functioning and development of the industry in an efficient, cost-effective, and customer-friendly manner according to international standards.

For more information contact:

Email: media@caa.co.za

Website: www.caa.co.za

Kabelo Ledwaba
Mobile Number: 083 451 2616
Email: ledwabak@caa.co.za

Pappie Maja
Mobile Number: 083 451 2627
Email: majap@caa.co.za



Meanwhile.... Somewhere in Zambia, on a seemingly perfect runway, a pilot learns that assumption is the mother of all Um... oopsies.



Red ALERT

To AVOID FRUSTRATION

Read this:

 SOUTH AFRICAN CIVIL AVIATION AUTHORITY Tel: (011) 545-1323 E-Mail: niemandj@caa.co.za	REPUBLIC OF SOUTH AFRICA CIVIL AVIATION AUTHORITY GENERAL NOTICE # PEL-2019/006 Revision 1	SACAA Private Bag X 73 Halfway House 1685 DATED 12 August 2019
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PILOT LICENSE LOGBOOK COPIES

1. Applicability

The South African Civil Aviation Regulations (SACAR) and associated Technical Standards (CATS) of 2011 (As amended) are applicable.

This general notice is applicable to all Pilot License holders.

2. Purpose of this General Notice

This General Notice serves to inform regarding pilot logbook endorsements:

In terms of SA CAR's the supporting documents required for the issuance of a license, rating, revalidation, class or type rating or any familiarization or differences training must have the applicable endorsements in his or her pilot logbook as described in Document SA-CATS 61.

Please note that effective **13 SEPTEMBER 2019**, The SACAA Licensing Department will no longer accept class/type rating, familiarization, differences and ratings for special purposes without certified logbook copies and endorsements showing hours required for the particular rating.

Neo Gouwe
 Manager: Licensing
 PERSONNEL LICENSING
 gouwene@caa.co.za

Issued by the South African Civil Aviation Authority (SACAA)		
	JOHAN NIEMAND	12 August 2019
SENIOR MANAGER: PERSONNEL LICENSING	NAME IN BLOCK LETTERS	DATE

Our Aero Club Committee:

President:

Anthony Grant



Chairman:

Steve Svendsen



Vice Chairman:

Brian Hawkesworth



Treasurer:

Johan Riekert



Committee Members:

Lucio Santoro



Mike Agnew



Adam Winter



Mike Goosen



oOo

Committee Member Resignation

It is with regret that Gary Hughes resigned as a Committee Member this month, as work and other commitments are limiting his available time.

Thank-you Gary for your service to the Club as a Committee Member.





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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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Pmb Aero Club Peak Caps	R 100	1 left In stock (s)
Pmb Aero Club ties	R 35	In stock
Pencil 6B	R 6	In stock
Pilot Logbook (large)	R 370	In stock
Fuel Tester	R 215	In stock
Pmb Aero Club Wings	R 300	In stock
Epaulettes		Out of stock
Durban Maps – laminated one side for easy folding: 1:500 000 & 1:1 000 000	R 70	In stock

Books:

PPL – by Jim Davis	R 130	In stock
The Air Pilot’s Manual	R 705	In stock

Avex Study Notes for PPL:

Principles of Flight	R 230	In stock
Navigation	R 235	In stock
Meteorology	R 270	In stock
Human Performance	R 225	In stock
Flight Performance	R 230	In stock
Aircraft General	R 280	In stock
Airlaw	R 195	In stock
Radio Handbook – Dietlend Lemp	R 270	In stock
Aero Club PPL Bag	R 340	In stock

Nav Tools:

Square Protractor	R 208	In stock
Ruler	R 150	In stock
E6B Whizz Wheel	R 310	In stock
CX2 Pathfinder	R1,412	In stock
Aircraft Checklist	R 35	In stock
Kneeboard	R 390	In stock
First Lesson Brief	R 35	In stock
Bumper Stickers	R 10	In stock

* * *

When things go wrong

Safety Culture – pushing the limits

ZU-TAF

[HOME](#) » [HOMEPAGE LATEST STORIES SLIDER](#) »

Two South Africans killed in Tanzania crash

4 August 2019, 10:58 AM



Source: <http://www.sabcnews.com/sabcnews/two-south-africans-killed-in-tanzania-crash/>

The pilot and passenger, both South African citizens, were killed in the crash that occurred shortly after take-off from Tabora airport.

Officials in Tanzania say two South Africans have been killed in a plane crash in the west of the country early on Saturday.

The light plane with registration ZU-TAF-19 is a four-seater Sling plane from South Africa.

The pilot and passenger, both South African citizens, were killed in the crash that occurred shortly after take-off from Tabora airport.

The plane was owned by South African organisation 'U-Dream Global'. The plane burst into flames when it crashed, and only the engine and some parts of the plane were recovered.

The Tanzanian Civil Aviation Authority says the plane, which entered Tanzania's airspace from Uganda en route to Malawi, made a distress signal about engine failure before disappearing from radar.

(below forwarded on WhatsApp by Mark Perrow)

This is James Pitman, part owner of The Airplane Factory (TAF). I feel it would be worthwhile to post what we know about Des and Werner's tragic accident to provide information to those who wish to know and perhaps also to put some of the speculation to rest.

I think that everyone knows that the aircraft was ZU-TAF, the development prototype Sling 4 aircraft which Jean d'Assonville, myself and Mike Blyth flew around the world in 2011. The aircraft had long range fuel tanks (450 liters versus the normal 168 liters) and differed from the final Sling 4 in various ways. It was a lovely aeroplane to fly and had flown approximately 1 600 hours at the time of the accident.

The Tanzanian CAA, which is the primary agency responsible for the accident investigation, has done comprehensive work and has been in close contact with us. TAF's Chief Test Pilot and AMO manager, Sean Russell also attended the accident site for three days last week and worked with the Tanzanians at the accident site and in subsequently dismantling the engine.

The position as best we understand it is as follows –

On Friday 2 August ZU-TAF (as support aircraft, with Des Werner and Werner Froneman on board) and ZU-UDG (with 3 of the Cape to Cairo youths on board) departed Entebbe, Uganda, for Likoma Island, Malawi. Approximately 3 hours into the flight, near Tabora, an isolated town in Central North West Tanzania, the oil pressure reading on the ZU-TAF EFIS reduced to below the minimum permitted figure. Des also noticed that the coolant temperature, while still within range, had slightly increased.

Des requested and performed a precautionary landing at Tabora. ZU-UDG continued its flight to Likoma Island.

After landing Des contacted The Airplane Factory on WhatsApp and explained the low oil pressure reading. He also explained that he had been operating the aircraft at high throttle settings (ie – 100% / wide open throttle) for extended periods with the propeller in the cruise setting (5 000 RPM). He explained that this was in part because the aircraft was heavy. He also reported that having throttled back for landing all temperatures and pressures returned to the green, and that the oil pressure was back within the normal range in engine ground test runs.

The Airplane Factory is aware that Rotax, the engine manufacturer, specifically advises against operating the 914 UL engine continuously at wide open throttle below 5 200 RPM and referred Des to this advice. Des accordingly decided to continue the flight to Likoma Island the following morning, 3 August, but to use the climb propeller setting (5 400 RPM) so as to reduce engine load and to monitor developments.

According to the Tabora Air Traffic Control ZU-TAF departed Tabora in the ordinary fashion, initially performing a circling climb above the field while checking engine parameters. It then departed for Likoma. Approximately 23 miles out of Tabora, at approximately 8 250 feet altitude, Des reported to ATC that the aircraft engine had failed. He followed the call with the words “Mayday”.

The area around the accident (S05 21.239 E032 50.237) is heavily forested. According to eye-witnesses, the aircraft circled an open area which is a rice paddy and attempted a forced landing. The pilot appears to have been in full control of the aircraft until the moment of touchdown.

Unfortunately, because the open area is a rice paddy there are “retaining walls” to hold water in the wet season. The retaining walls are approximately 1.5 to 2 feet high. In the dry season (which it is now) the retaining walls are extremely hard.

The marks left by the aircraft initial impact suggest that the left wing and left main undercarriage struck a retaining wall as the aircraft touched down, flipping the aircraft over. Two people were in the field and saw the aircraft approach, impact the ground and then flip over onto its back. Unfortunately the impact appears to have been hard enough to tear off the wings, rupturing the fuel tanks which held a large amount of fuel. The aircraft immediately caught alight and there was no opportunity to save the crew.

In an attempt to minimise burning of the bodies, the local villagers threw substantial amounts of sand onto the burning wreckage. They then used their hands and some branches to pull the engine and firewall away from the wreckage. They did the same with the wings and undercarriage in order to spread the fire. This enabled them to get to the bodies and pull them from the fire.

There is no suggestion that the aircraft spun in or that the pilot had lost control prior to impact. It does appear that the pilot may have realised at the final moment that the landing would be against the run of the retaining walls and sought to swing the aircraft direction towards the right. This, however, is largely

speculative and is only determinable from the ground marks and the questioning of the witnesses. Witness explanations, made in Swahili and translated to English by the Tanzanian investigator, Mr Julius Shaba, were not particularly satisfactory, but it is clear that the aircraft glided to the ground and that it flipped onto its back upon striking the ground and in particular the retaining wall.

In the dismantling of the engine there are substantial score marks in evidence on two of the cylinder walls and one cylinder head was cracked. It was not possible to remove the pistons from the other two cylinders (they were seized in the barrels). It accordingly appears that the engine suffered catastrophic mechanical failure and seized. The reason why has not been determined.

We hope that this assists with understanding some of the background to this tragic accident. Our deepest thoughts and sympathies go out to the families of Des and Werner.

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Member's Submission

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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