



PIETERMARITZBURG  
AERO CLUB established in 1938

# TELSTAR NEWSLETTER

JUNE 2020





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## Pub Talk – Covid Clips our Wings

Flight Training opened up again “as normal” on 1 June 2020, and Exams opened up again on 8 June 2020. Both with limits. General Aviation has been held to ransom with only maintenance-related flights allowed after permit approval. Essential Service flights have also been allowed, under stringent conditions. Here is the “*down low*” of it all:

### FLIGHT TRAINING

- We had to email in a “Covid-19 Cleaning Protocol” to the SACAA detailing how we clean the Clubhouse and the Aircraft before/after each flight, wear masks, clean hands, take temperatures and wear gloves.
- No INITIAL Aviation Medicals allowed to be done.
- Aviation Medical RENEWALS are, however, allowed. Hmmmm.
- No full-stop landings on Navigation flights allowed, only touch and go.
- Permission required to conduct initial Skills Tests



This means new students who do not yet have their medicals **cannot get their Student Pilot License**. Without this SPL, they *may not* do their FIRST SOLO, and they *may not* write exams. So training is not quite back to normal.

\*\*Update – from 8 July skills tests no longer require special permission if under the auspices of an ATO, and full stop landings may be made, provided you don’t get out.

### EXAMS

Exams were closed from 27 March and opened 8 June. If your 18 months expired between these two dates, then you get an extension, not for the whole period. This is how it works. Take the number of days from 27 March to the date your 18 months would expire, eg. if you expired on 20 May, then that is 55 days. Add those 55 days from 8 June, and your new expiry date is 2 Aug 2020. Now email [phookop@caa.co.za](mailto:phookop@caa.co.za) or [jantjesr@caa.co.za](mailto:jantjesr@caa.co.za) and request this extension.

### GENERAL AVIATION

Although Taxi’s have been permitted to operate at 70% capacity (but decided on 100% anyway), the brakes are still on regarding the highly dangerous and contagious private flight, which obviously falls into a different safety category to that of driving a car. I suppose our esteemed Minister of Transport, who



knows that filter systems in Commercial Airlines “eat the virus” and are therefore safe for travel at full capacity, do not exist in smaller aircraft with much smaller seating capacity.

Pilots all over the country, eagerly poised at the start line, are now grateful to be granted the privilege of flight and may now apply for permission to take to the skies to maintain proficiency within the strict confines of their departure airport, and may wander no further than their usual general flying training area.

Permission has to be granted for this privilege, and the Aeroclub of South Africa have been incredible in their efforts to make headway. Visit their site for the easiest and quickest way to get this permission: <http://www.aeroclub.org.za/> and click the last tab in the heading “PROFICIENCY (RECENT) FLIGHT REQUESTS”

#### PMB TOWER OPERATING HOURS

Pmb Tower has been operating every day from 8am to 12noon local time EVERY day. From July 6<sup>th</sup>, they will be open as follows:

Mon-Fri	8am to 6pm LMT
Saturday	9am to 1pm LMT
Sunday	3pm to 7pm LMT



#### AIRLINE FLYING

Airlink will once again be allowed to fly into Pietermaritzburg from 6 July, and will do so once a day to start. Airline pilot jobs have been affected.

The article that follows sourced from the link below, indicates a positive outlook for career flying.

<https://www.flightglobal.com/airlines/pilots-face-career-anxiety-after-coronavirus-disruption/138759.article>

As the US air transport industry begins emerging from the pandemic-induced disruption, airlines are making difficult decisions about how to right-size for the current environment while maintaining their ability to quickly rebuild as demand returns.

Many have announced staff reductions across the board, including for pilots, who require a high level of initial and recurrent training in order to pursue those careers.

Industry observers expect the sector to contract by about 30% in the short term, and a bounce-back could take up to five years. This is leading to anxiety, frustration and resignation among professional pilots and those who had hoped to pursue a commercial aviation career.

The pilot shortage that the industry had long planned for is, for the moment, on hold.



“It’s no secret that this industry is not stable,” says Cameron Lampert, a 27-year-old certified flight instructor in California who wanted to make the jump to being a regional carrier pilot later this year. “Anyone who wants to get to the airlines now will probably need two to three times as long.”

But the coronavirus, after bringing global aviation to a near standstill, will not stop the thousands of anticipated pilot retirements in the coming years. A mandatory retirement age of 65 will thin the ranks, forcing airlines to walk a tightrope when it comes to furloughing, recruiting and replacing pilots.

They need to bring costs down significantly to match their now-smaller operations, but also must ensure they do not completely choke off the pipeline of candidates later.

Last year, United Airlines launched its “Aviate” pilot recruiting programme, conceived to train up to 10,000 new pilots in the next ten years. The airline says that plan is still on track, despite the downturn, as it attempts to replace the 400-800 pilots it expects to lose to attrition annually.

“We are taking advantage of this pause to not have to run so fast,” says Curtis Brunjes, a 787 captain and United’s managing director of pilot strategy. “The demand is still there, it’s just depressed a bit in the

short term because of the Covid crisis. The long-term value proposition for new people coming in remains unchanged. Aviation is still an attractive career.”

Since March, some airlines have cut back on bringing in pilot candidates, and working pilots in the lower third of airlines’ all-important seniority lists are preparing for a day later this year when they may have to find another job.

In April, US commercial carriers took US government financial assistance through the CARES Act, designed to help airlines maintain operations even as passenger demand fell to near zero. In return for the aid, airlines promised no furloughs or job cuts until the end of September. Many have already offered employees generous buyout schemes, early retirement options or long-term leaves in order to preserve liquidity and manage cash burn.

### LONG ROAD TO THE COCKPIT

It usually takes about seven to eight years of training and a sizable financial investment to advance to a US commercial airline’s cockpit, says Elizabeth Tennyson, executive director of “You Can Fly”, an initiative launched by the Aircraft Owners and Pilots’ Association (AOPA) to make aviation more accessible to a wider swath of the population. The cost of this training varies, and could be as high as \$100,000.

The path to becoming an airline pilot in the USA became more rigorous following a 2013 rule that in most cases requires commercial pilots have at least 1,500h of flight time before joining a passenger or cargo carrier, up from 250h.

“People who do this have to love it,” Tennyson says.

So commercial pilots who are nowhere near retirement age worry that the careers they spent so much time, money and effort to build may just disappear if, as expected, furloughs and layoffs kick in later this year.

“As major airlines look at ways to salvage or save their own pockets, the pilot group is the first on the cutting block,” says a pilot with a major US carrier who asked to remain anonymous due to the sensitivity of the topic. The ripple effect after September will have long-lasting detrimental effects on careers and livelihoods, even if the industry rebounds more quickly, the pilot adds.

Already today – more than three months before the government deadline – airlines are exploring loopholes that could allow them to cut costs while ensuring they do not violate stipulations in the CARES Act. Announced displacements, accelerated aircraft retirements and the folding of regional carriers Trans States Airlines and Compass Airlines are contributing to pilots’ general angst about the immediate future.

AOPA’s Tennyson says the situation can be compared to the downturn after the 11 September 2001 terrorist attacks almost 20 years ago. “At the time we saw a lot of people move on to other professions,”

she says. "So it's reasonable to expect that some pilots will return to another aviation career, like teaching, but others will go on to do different things."

That uncertainty, however, does have a flip side that could benefit the next generation of aviators, Tennyson says.

"What we are hearing from flight schools is that within about a month of going back to work they have about as many students as they had prior to this," she adds. With airlines delaying hiring many flight school instructors who were headed to the airlines, like Lampert in California, are now staying put.

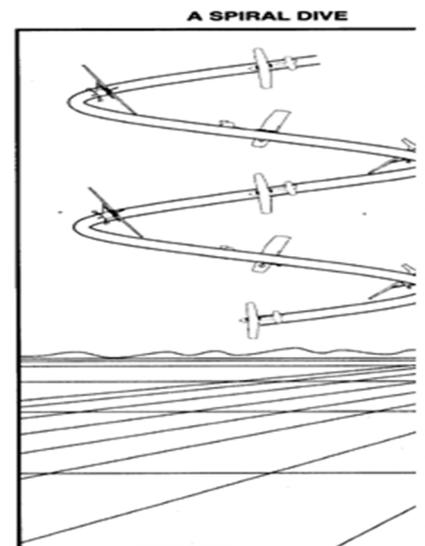
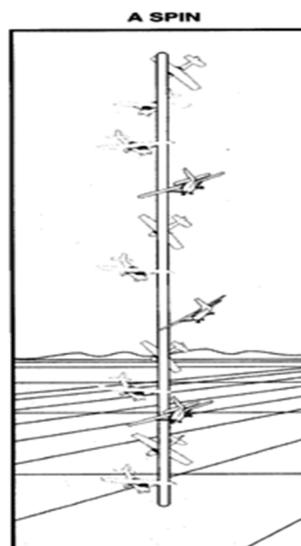
"We all know the business is cyclical, but the scale of this thing is unprecedented," Lampert says. "I plan to instruct for the rest of my life, and if I don't get to the airlines, that's okay too."

## Upcoming Events

### Safety Meeting

#### **COMPULSORY FOR STUDENT PILOTS**

When: Fri 31 July  
Topic: Spirals and Spins  
Presented by: tba  
Time: 6pm



## Cancelled Events



### Spot Landing

Unfortunately, with the Covid-19 related restrictions on flight, we have had to cancel our Spot Landing Challenge which was to be held on Sunday 19 July. Sorry guys. Hopefully next year.

## Club Comms

### New Club Members

A warm welcome to our new Member, Mthokozisi Masondo.



## Our Aircraft News

### **ZS-KVW – C172 ...Cessna 172...**

Wreck not yet sold. Investigations into pricing are ongoing.

### **ZS-KNI – C172 ...Cessna 172...**

KNI is up and flying. Com 1 has a squeal on the pilot side when pressing the push to talk. This is being addressed. Use Com 2 for now to transmit. We are also working on getting the terrain data back which was wiped off when the Garmin 650 was blown some time back. It came to our attention just before the lockdown as to how to achieve this. The task is somewhat onerous, but we will persevere!

### **ZU-WES – X333 ...Sling 2...**

WES is going well, we had Lane Light B glaring at us from time to time. OFS found that the light came on when the coolant temp was around 108 degrees. They cleaned the connections on the 2 coils. The one connection was quite loose, so they tightened it as well. So far so good. The light has not warned us of a potential problem again. Sjoe!

### **ZU-SAA – TC06 ...Sling 2...**

SAA is still in MPI, and we are still waiting for the new generation gearbox.

We are promised it will be here soon.

July seems to be the month this might happen!



## Pub re-vamp



After heated negotiation, a colour was agreed upon to refresh our Aero Pub. The colour that ended up on the walls, although not the exact shade originally chosen, still looks, well, pretty damn good.

But don't take my word for it, see for yourself.

A BIG thank you to everyone that made it all happen! To our Chairman, Steve Svendsen, who donated all the paint, and helped put it on the wall. To the du Preez, Clinton and Anthea, and our Treasurer, Johan Riekert, who all painted with the precision of artists, THANK YOU. To the staff, Prince, Curtis, Tolbert and Senzo who did all the heavy

lifting and crappy jobs, and to Johan's daughters who helped with the careful re-arrangement of all the old pictures on the walls. THANK YOU!



“If you were born without wings,  
do nothing to prevent them from growing”

- Coco Chanel

## Generous Donation



A VERY BIG THANK YOU to Locke Purdon for donating FIVE Sennheiser Headsets and bags to the Club. This will make a HUGE difference to students and hire and fliers of Club Aircraft.

## Fleet Hours & Hire Rates

Fleet hours 2020 are:

	Jan	Feb	Mar	Apr	May	Jun
KNI	15.0	7.6	1.2	0.0	0.0	36.7
WES	10.2	20.2	31.7	0.0	0.0	51.5
SAA	22.8	30.7	31.6	0.0	0.0	0.0
	48.0	58.5	64.5	0.0	0.0	88.2



AIRCRAFT HIRE RATES effective 1 Feb 2020:

All prices are VAT inclusive.

C172 → R2100

SLING 2 → R1541      INSTRUCTOR HIRE per hour → R402.50 (flying and briefing)

## Fuel Price

### Fuel Prices per litre

incl VAT	Jan'2020 Rate	Feb'2020 Rate	Mar'2020 Rate	May'2020 Rate	Jun'2020 Rate
AVGAS	R20.70	R21.30	R17.30	R17.30	17.30
JET A1	R14.50	R14.50	R14.30	R14.30	14.30



## THE KITCHEN IS OPEN

... but there are some changes... a new menu, everything frozen, unless you order and collect yourself...

 <p>PIETERMARITZBURG AERO CLUB</p>	<p><b>Home-Cooked Meals – R25 per serving – 300g – satisfyingly filling</b></p> <p>WhatsApp Grant van Staaden to order on 076 482 4101</p>
<p><b>On the Menu</b></p>	

<b>Veggie stirfry</b>	<b>Beef curry</b>
<b>Mac and cheese</b>	<b>Beef pasta</b>
<b>Veg potato bake</b>	<b>Spaghetti Bolognese</b>
<b>Chicken ala king</b>	<b>Cottage pie</b>
<b>Chicken chutney and mushroom</b>	<b>Upside down baboetie</b>
<b>Chicken curry</b>	<b>Bangers and mash</b>
<b>Chicken pasta</b>	<b>Mince and beans on rice.</b>

**PLEASE ORDER THROUGH THE FRONT DESK. TO SIMPLIFY MONEY EXCHANGE, A NEW TICKETING SYSTEM IS AVAILABLE AT THE FRONT OFFICE. BUY SARMIES IN ADVANCE, AND HAVE YOUR TICKET STAMPED AS YOU USE UP YOUR CREDIT. SIMPLE, QUICK, EFFICIENT.**

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
	Meal orders need to be placed by no later than Tuesday mornings for your delivery on Friday (frozen)			Frozen meals ONLY will be delivered ONCE A WEEK on a Friday.  (no minimum or maximum order )
Collect yourself any day Mon – Fri				
FREE DELIVERY to Howick/ Hilton all around PMB down to Ashburton etc				

**ALL MEALS R25 EACH – DELIVERY add R5 -NO MINIMUM ORDER**

Pensioners and SASSA recipients still qualify for 10 percent discount.

We fully comply with the health standards set out by government and certificates can be supplied.

All staff will be screened daily.

**President:**

**Anthony Grant**  
PPL



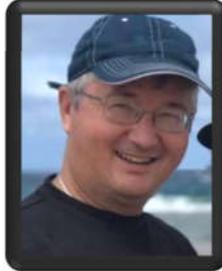
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**Steve Svendsen**



**Vice Chairman:**

PPL  
**Brian Hawkesworth**



**Treasurer:**

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**Johan Riekert**



**Committee Members:**

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**Lucio Santoro**



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CPL  
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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.

Gryphon prides itself to advance professional training, and is committed to providing a better training experience!

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B350 training

Visit us at <http://www.gryphonflight.co.za/>

For more info or to book, call Anton Rousseau on 082 562 5060 - or email; anton @gryphonflight.co.za

## 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).

Contact

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## Aero Club Shop



**Soft, comfortable** 100% Cotton Polo shirts, peak caps, softshell jackets, pilot shirts, epaulettes,  
Club ties, and more!



**Branded Clothes:**

Softshell Jackets -rain resistant (Men)	R 750	In stock
Softshell Jackets -rain resistant (Women)	R 750	In stock
Pmb Aero Club Golf Shirts (Men)	R 360	In stock
Pmb Aero Club Golf Shirts (Women)	R 360	In stock
Pmb Aero Club Peak Caps	R 100	In stock
Pmb Aero Club ties	R 35	In stock
Pmb Aero Club Jersey	R 260	Stock arriving soon
PAC Pilot Shirts (white)	R 250	In stock

Pilot Logbook (large)	R 315	In stock
Fuel Tester	R 215	In stock
Pmb Aero Club Wings	R 300	In stock
Epaulettes	R 50	In stock
Headsets	R2,736	Out of stock
Headset bag	R 364	Out of stock
Durban Maps – laminated one side for easy folding: 1:500 000 & 1:1 000 000	R 75	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 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 170	In stock
Radio Handbook – Dietlend Lemp	R 230	In stock
Aero Club PPL Bag	R 340	Stock arriving soon

**Nav Tools:**

Square Protractor	R 215	In stock
Ruler	R 200	In stock
E6B Whizz Wheel	R 310	In stock
CX2 Pathfinder	R1,400	In stock
Aircraft Checklist	R 35	In stock
Kneeboard	R 380	In stock
First Lesson Brief	R 35	In stock
Bumper Stickers	R 10	In stock

## Instructor's Corner – what would you do?

Its COVID-19 lockdown. It's weekend. Only approved Maintenance flights, Essential Services and Flight Schools with Covid protocols in place, may fly. For flight schools, no away landings are allowed. No GA is allowed. Tower is operating on limited hours, daily 8am to 12 noon local time. Emergency Services have been downgraded. It is sunset. A light breeze wafts lazily over the runway from the south east at under 5 knots. A Mooney lands on runway 34 at FAPM, the port tyre bursts. The Mooney comes to a halt off centreline, about 600 meters down the drag from Runway 16. The runway is 1500 meters long.





Like vultures circling a kill, two single engine aircraft circle overhead. It's getting dark and there is no way the AMO will arrive to move the Mooney off the runway until after dark. If Tower was open, under normal circumstances, the aircraft would be instructed to divert. Would Tower divert them now? With all the Covid protocols in place? And if so, where to?

The pilots each made their own decision. One landed deep on Runway 16, past the Mooney, and backtracked. The other, landed short on 16, and exited the runway at the intersection. Both safe, both around the time the sun set. No mess. No fuss. The Mooney was repaired on the runway, a task completed in the dark.

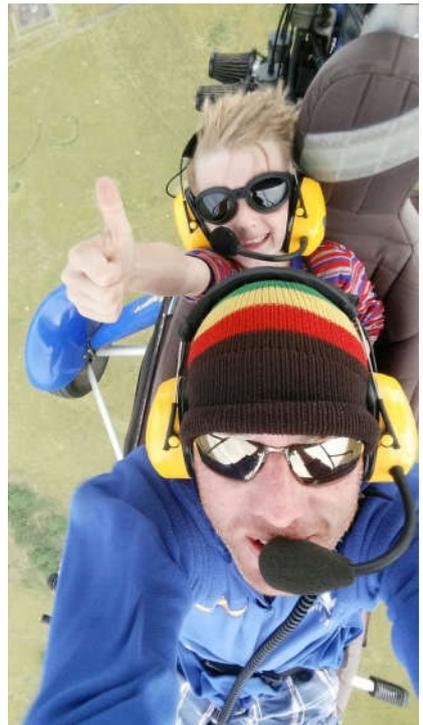
What would you have done under the same circumstances?

Knowing your aircraft, being able to put the wheels on the ground accurately, are vital skills to develop, don't you think?

## Member's Submission

### The Sardine Run

Did you see the Sardine Run this year? Probably not, unless you are a local. Covid restrictions and all. Here are some aerial pics taken by Noel McDonogh towards the end of June who runs a little light sport and microlight flight school near Umkomaas, WoW flight.



The old Durban International Airfield, being put to use as a place to park lots and lots of cars.



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!



Telani Lithgow

Editor of the Telstar

Chief Flight Instructor

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

Webmaster of [www.ppl-flight-training.com](http://www.ppl-flight-training.com) & [www.pmbaeroclub.co.za](http://www.pmbaeroclub.co.za)

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