



March 2017 EDITION

Aircraft Documentation

For your convenience, the Club Aircraft now have a Summary for all the important Aircraft Document Dates stuck onto the Blue folder outside cover.

It looks like this:

ZS-KVW		Aircraft Status Report			
Component/Paperwork	Hrs since O/H	Date done	Whichever first:		
			Hrs/Yrs till expiry	Hrs Remaining	Expiry Date
C of A					06-01-2018
Release to Service			at 8475,6 hrs		08-12-2017
Radio Station License					31-03-2017
W&B		04-02-2016	5yrs		03-02-2021
Fire Extinguisher					30-04-2017
Compass Swing		11-06-2016	Annual		10-06-2017
Insurance		20-12-2016	Annual		19-12-2017

REMEMBER it is the Pilot's responsibility to check all the dates (and the MPI hours) BEFORE flight.

Of course, we do our best to make sure all the documentation is always right, but we can always do with your help too.

We are also keeping a record of scratches, hanger rash and dings. Please report it if you have inadvertently re-decorated our Club aircraft, even if it is only a light scratch... the aircraft belong to us all, and, in keeping with the TV license advert, it's the right thing to do.

Thank you for your co-operation.

ATC HOD

Air Traffic Control Hours of Duty have now changed for Saturdays since the new Cape Town flights have been operating from Pietermaritzburg Airport. The Tower now opens on Saturday at 0400Z and closes at 1300Z. Other operating hours remain the same.

Passenger Levy at FAPM

Just a reminder again: 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.

New Headsets!

We have new headsets for Club Pilots and Students to use. We have the same for sale from the office for
R 2,736.00



Don Carlos

Don Carlos Restaurant is open at the Pietermaritzburg Aero Club from Wednesday to Sunday from approximately 10am to whenever the last person leaves in the evening.

Prices are incredibly reasonable.

The Portuguese fair is oh so yummy, and it is simply delicious to swim on a sated tummy on a hot day. Nope, your Mamma was wrong... leisure swimming after a satisfying meal WILL NOT give you cramps, but WILL cool you down on a hot day. (Cramps are reserved for those special few who get hectically competitive in the pool after a large meal).

Monday and Tuesday normal toasted sarmies are available at the Club for R15: Cheese, tomato, ham (or any combo thereof); or chicken mayo, on white or brown bread.



Jabiru loses prop in flight



It was a beautiful Sunday morning on the 12th March 2017, and Gerald was converting to his newly purchased Jabi, on a flight from Margate to Light Flight.

Twenty minutes into the flight near Sezela, the motor started surging, there was a light vibration and in about three seconds, the propeller detached itself from the airframe and arced gracefully to the right at a forty-five degree upward angle away from the aircraft, successfully avoiding the rest of the airframe.

The Jabi then converted to a superb glider and the pilots had three options for landing:

1. the beach, (full of people),
2. a flatish area just above the beach, or
3. a flat looking area at the top of a crest road going uphill.

They opted for the third option, which put them nicely into wind, and had to S-turn repeatedly to lose height.

They landed safely, but unfortunately hit a rut in the road that they had no possibility of seeing from altitude, which caused them to swing strongly to the right and end up in a bank... which led to the damage to the aircraft.

Both pilots were fine. Gerald bruised his thumb. Well done to the pilots for doing what they had to... first and foremost, flying the aircraft.

Any landing you walk away from is a good landing. (It's a great landing if you can use the aircraft again and in this sort of situation, a great landing requires a dash of luck too). With a little bit of work, this Jabi will be up and flying again.



← The Jabi as it came to rest

The propeller hub with
sheared bolts clearly visible



← The dismembered propeller

A local expert in light aircraft building mentioned there were bolts missing from the extension to the prop, and that he suspects the prop was assembled incorrectly.

The aircraft had been delivered from Witbank to Margate, via Pietermaritzburg on Wednesday, only four days earlier with no reported problems.

This was the pilot's 4th forced lob in 25 years of flying.

Spot Landing Challenge Coming SOON

Mark off Sunday 21 May in your calendar to come and take part, whether by flying or spectating, in our annual SPOT LANDING Challenge!



There will be a trophy and cash prizes as usual. Details to follow in the next TELSTAR.

Just in-case of bad weather, the event will be postponed to the following Sunday, 28 May.

Kearsney and Grace College Career days

Pmb Aero Club was represented at two School Career Days recently, Grace College, and Kearsney College.



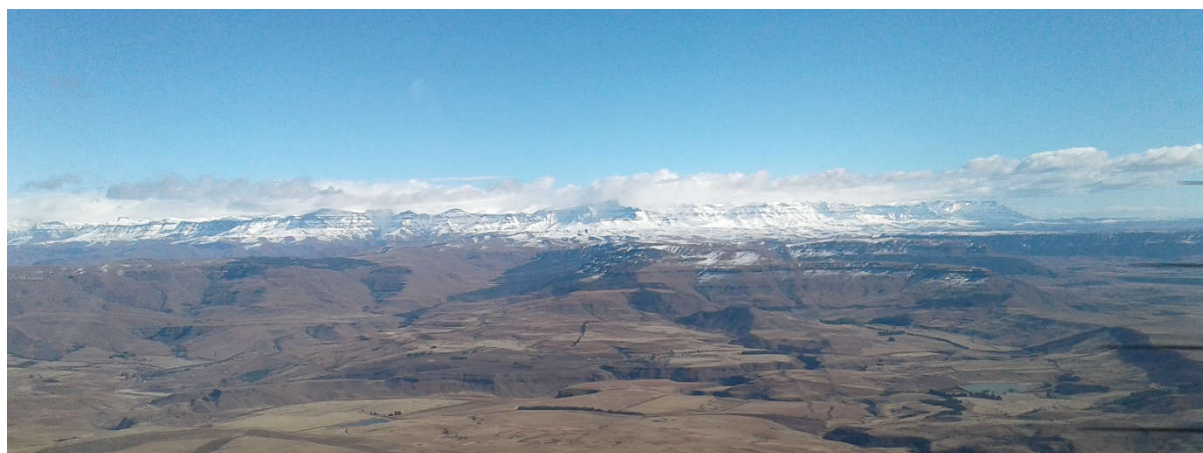
Seventeen schools were invited to the Kearsney College Career Expo, and the organisers estimated 1650 scholars attended the event.

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: Ulundi FAUL – uMuzi Bush Camp

This month: Himeville



Distance from FAPM: 47 nm

FACILITIES: Good security, police on site.
Hangars by arrangement – Tyrone 033-701-1318 / 082 782 8408
Food & Accommodation:
In walking distance – The Himeville Arms Hotel
By arrangement for a pick-up – Moorcroft Manor

DISTANCE FROM THE AIRFIELD: Himeville Arms – 1.9km by road (4min drive, 24 min walk)– shorter walk if you cut across.
Moorcroft Manor -- 4.5km by road (8min drive, 58min walk).

CONTACT: Himeville Arms –
<https://www.premierhotels.co.za/hotels/kwazulu-natal/himeville-arms/>

Moorcroft Manor – Mario 033-702-1967 for pick-up



Approx position of Himeville Arms... Cut across country approx. 15min walk. Pic taken from the West towards Himeville. The hangars at the airfield are at the start of Rwy 04 at the top of the hill.

ELEVATION: 5349ft
 CO-ORDINATES: S29°45'12" E029°30'06"
 RUNWAYS: 04/22
 900m (2953ft) Grass
 Sloped Runway. Land Rwy22 uphill / Takeoff Rwy 04.



AIRFIELD COMMENTS: Can get rough with strong W winds, close to the Berg.

Committee Corner

It does us all well as Members to thank the Committee who serve our Club, giving of their time and expertise to look after our interests. Thank you to our Chairman - Anthony Grant; our Treasurer -

Martin Hellberg, our President - Michelle Cameron, our two ATO(Flight School) Portfolio holders: Accountable Manager - Gary Keyser and Responsible Person: Aircraft - Mike Mc Donald; Portfolio-Club Manager - Steve Svendsen, and Committee Members - Gary Hughes and Cameron Mackenzie. Your efforts and time given to this Club are very much appreciated.

I am sure all Members agree there has been a visible improvement over the past year, and if you haven't seen it yet, COME VISIT! Use the pub, the restaurant, the aircraft.

Soon, we expect to have a Rockwell Commander and a Sling on our books. We will keep you posted.

Just because you are not on the Committee, does not mean you may not contribute. Any useful suggestions are always welcomed.

DANGER: Wake Turbulence

We all know about wake turbulence on landing and take-off, but have you ever heard of wake turbulence in flight? They say flying is 99% boredom and 1% sheer terror. What follows is the type of accident that reminds us that this saying has validity, to continuously be situationally aware, and to learn from other's mistakes to avoid making similar ones ourselves.

On the 7th of January this year, wake turbulence from an Airbus A380-800 caused a Bombardier Challenger 604 to flame-out both engines, roll three to five times, and lose 10,000ft before the pilots were able to regain control and re-start the engines.

The Bombardier Challenger 604 on a private German flight with nine passengers and crew on board were flying at 34,000ft when they passed 1000ft below an Emirates Airbus A380-800 travelling in the opposite direction from Dubai to Sydney. The wake turbulence hit them one to two minutes later.

This Airbus, at 73m long, weighs in at 386 to 560 tonnes, while the Challenger at 21m long, weighs between 17 and 21 tonnes.

Airbus A380 → 386 to 560 tonnes



Bombardier Challenger → 17 to 21 tonnes



Wake turbulence increases with category, Light, Medium, Heavy, and Super, (there is one exception, if you want to hear about it, come to the next Club Safety Meeting).

The accident happened over the Arabian sea, about 630nm south-east of Muscat, Oman. The pilots decided to divert to Muscat, declared an emergency and landed safely. Most of the passengers were taken to hospital with one in critical condition. The aircraft received damage beyond repair and was a written off.



Sources:

The Aviation Herald: <http://avherald.com/h?article=4a5e80f3>

The Daily Mail Online: <http://www.dailymail.co.uk/news/article-4337974/Jet-caught-wake-superjumbo-nearly-crashes.html>

Safety Culture

There are OLD pilots, and there are BOLD pilots, but there are no OLD BOLD pilots... with perhaps the exceptions of Chuck Yeager, who flew until he was 74, and is now 94, and Bob Hoover who lost his aviation medical at the age of 77, and died at the age of 94 in October last year.

Chuck Yeager:



Bob Hoover:



Safety Meeting

Please look out on WhatsApp and the Club Facebook page for the date of the next Club Safety Meeting which will be held in April.

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:



Pilots looking down on people since 1938

www.pmbaeroclub.co.za



Why Pre-flight?

Can you spot the reason this aircraft would fail a pre-flight inspection?



Club Member submitted articles

Thanks to Gary Hughes who submitted the interesting story below.

'This is wizard!' 100-year-old woman who flew spitfires during the Second World War celebrates her centenary by getting behind the controls again

- **Mary Ellis was in a select gang of female pilots who flew during World War II**
- **She has now celebrated her 100th birthday by flying a plane over West Sussex**
- **Mrs Ellis flew next to one of the Spitfires she was in more than 70 years ago**

By [Sarah Oliver For The Mail On Sunday](#)

PUBLISHED: 09:03 +11:00, 5 February 2017 | **UPDATED:** 10:00 +11:00, 5 February 2017

Mary Ellis (pictured during her time as an Air Transport Auxiliary pilot in WW2) has celebrated her 100th birthday

Tearing through the skies above the South Coast, two Spitfires evoke powerful memories of Britain's wartime resilience.

But this stirring image holds a further poignancy – for in the cockpit of the lead aircraft sits Mary Ellis, celebrating her 100th birthday by recreating her time as one of the 'Ata-girls', the select gang of female pilots who flew Britain's fighters during the war.

And over her shoulder is one of the actual Spitfires she flew during her 1,000 flights as a First Officer with the Air Transport Auxiliary.



'Wizard, this is wizard!' yelled the delighted centenarian through her intercom.

Mary was handed the controls of the 275mph twin-seater as it swooped over West Sussex. After about 15 minutes, she turned for home, and told her co-pilot Matt

Jones: 'Goodwood on the nose, you have control...'. Then she settled back to enjoy the ride back to base.

Earlier, Mary watched in delight as Spitfire MV154 took its place beside her in an extraordinary airborne tribute. It was a plane she had delivered to RAF Brize Norton from Southampton on September 15, 1944, and it hides a sentimental secret. For at the end of the 25-minute wartime flight, she signed the cockpit, scrawling her maiden name Wilkins and the initials ATA.



Mary Ellis (circled) was handed the controls of the 275mph twin-seater as it swooped over West Sussex

She hoped her tag might be spotted by a handsome pilot and lead to a wartime romance – although the impulsive act, a career one-off, didn't bag her a boyfriend.

Mary, originally from Oxfordshire, had her first flying lesson in 1938, and flew for pleasure until 1941 when she heard a BBC radio appeal for women pilots to join the auxiliary service and so release male pilots for combat duty.

Speaking at a surprise birthday party on Thursday, Mary said: 'The war was a challenge and one had to do something about it. I went on and on until I flew

everything. I love the Spitfire – it's my favourite aircraft, it's everyone's favourite, it's the symbol of freedom.'

For four years she ferried warplanes from factories to frontline squadrons. The 166 women of the ATA – about one in eight of the total – have been dubbed 'The Female Few', echoing Winston Churchill's description of the RAF airmen who fought in the Battle of Britain.



Mrs Ellis looked back over her left shoulder and glanced at the aircraft she once flew

Mary was usually found at the joystick of a Spitfire or a Hurricane but ultimately flew more than 50 types of aircraft, logging 1,100 hours of flight, much to the astonishment of some colleagues.

As she sat on the airfield ready to deliver her first Spitfire, the mechanic standing on the wing asked how many of them she'd flown. When she said it was her first, he was so startled he fell right off. The largest aircraft she flew solo was the Wellington bomber. After landing at an East Anglian airfield, Mary was greeted by the ground crew who asked where the pilot was. 'I'm the pilot,' she said. They insisted on searching the aircraft before they believed her.

It was dangerous work. Mary was sometimes ordered to move combat-damaged planes that were not officially fit to fly, but had to be taken for repairs. She crash-landed twice and was shot at once.



Mrs Ellis toasted a glass of champagne with co-pilot Matt Jones, managing director of Boulton Flight Academy

Fourteen of her fellow ATA female flyers lost their lives, including aviation pioneer Amy Johnson.

Mary – who to this day needs no spectacles, nor a walking stick – was one of the last six women serving in the ATA when it disbanded after the war. She remained a private pilot and then became managing director of Sandown Airport on the Isle of Wight. She married Don Ellis, a fellow pilot, in 1961, but was widowed in 2009. Matt Jones, who flies Spitfires for Goodwood-based Boulton Flight Academy, reunited Mary with MV154 after first meeting her in 2015. He conspired with the plane's current owner, pilot Maxi Gainza, to bring it to the UK from its base in Bremgarten, Germany.

He said: 'I gave Mary control of our Spitfire. I wasn't sure where we were but Mary was very clear. She pointed us towards Thorney Island, up through the Witterings, flew on to Selsey Bill and then Bognor Regis, never losing a foot of altitude.

'She showed me precisely how she was able to deliver all those aircraft with just a map, a compass and a stopwatch. I was utterly humbled by a superior aviator who also happens to be 60 years my senior!'

Until next month, Happy Flying!

Telani Lithgow