



JUL/AUG/SEP 2017 EDITION  
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## Table of Contents

Pub Talk.....	2
Sling Sky Surfing .....	2
Events Report.....	3
Safety Meeting.....	3
Elmirador fly-in.....	3
Himeville fly-in .....	5
Aero Club of SA and CAA Safety Campaign.....	7
ZS-NTG- flight from Pietermaritzburg to America .....	7
Upcoming Events .....	9
Monthly Grass Roots Breakfast.....	9
Fuel Price    &    Fleet Hours.....	9
New Members.....	9
Club Comms .....	10
Aero Club Shop.....	12
Breakfast fly-away destination from FAPM .....	15
Aviation Crossword Puzzle – June 2017 Answers .....	16
Committee Corner .....	16
Instructors Input – Mel Barker.....	18
Safety Culture.....	19
Members Submissions .....	20

## Pub Talk

### Sling Sky Surfing



**Vic Schroder & Telani Lithgow just before Vic's first lesson in the Sling 2.**

Those who are used to Continental or Lycoming Engines will be amazed at how little there is to check on the Rotax Engine!

ZU-FVU has the Rotax 912 ULS Engine, which has an engine-driven fuel pump and an electrical back-up fuel pump (unlike the 912 iS or 914 UL, which have two electrical fuel pumps). It starts in a jiffy, and the Sling is airborne before the taxi-way intersection from Rwy 16!

Like the C150, the Sling has 100hp (almost), and is 27kg lighter than the C150 at MAUW. Endurance at reduced power, about 4500RPM is up to 10h40min (no reserve), sipping around 10 litres an hour at about 85kts, and 850nm at 5000RPM (8h20min endurance – no reserve), around 100kts. At 5500RPM she sips 18 litres and nips around at about 110kts happily, which is in the large Yellow Arc, not advisable in bumpy conditions as her manoeuvring speed is 91kts. She will happily overspeed in level flight if the throttle isn't brought back timeously.

Although there is no audible or visual stall warning, the buffet is noticeable and the wing-drop is not particularly dramatic. I understand that the wing drop in the LSA version can be quite impressive, when assisted by gravity due to the uneven load. (For the LSA version, one of the 75 litre fuel tanks is blocked off to limit the weight for it to qualify for LSA with MAUW 600kg). When flying an LSA Sling, the Instructor, who is well experienced in this aircraft, recommended recovering from the stall at the buffet.

It takes only a short while to get over the initial shock of how responsive the aircraft is in flight. The rods to the aileron and elevator can be thanked for that. It is manoeuvrable, light, obedient, and oh so willing to climb! The cockpit feels sporty and modern, the joystick is so well named, and is easy to get used to. Even the EFIS is fun!

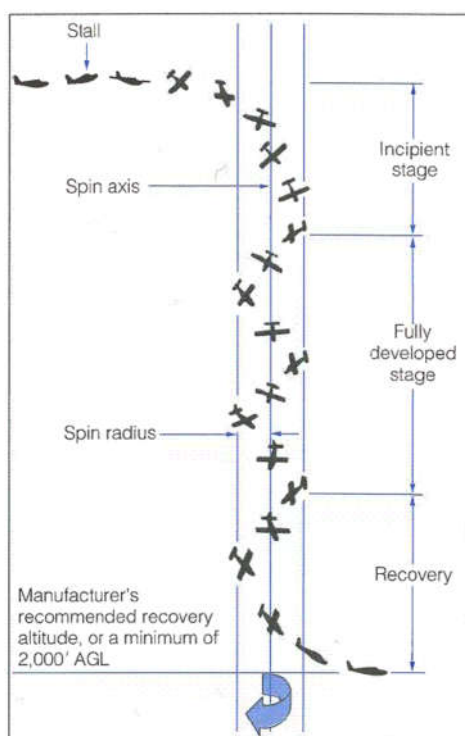
The only down side is re-setting the backrest to adjust it for tall & not so tall pilots. But after a bit of practice, even this doesn't take too long.

ZU-FVU arrived at Pmb Aero Club for it's 3 month "trial period" lease on 14 July 2017. She is due back at The Airplane Factory on 14 October 2017. She was first hired out at R1000p/h (R1387.60 dual), way below the hire rates from FAVG which start at R1655p/h, but went up to R1400p/h hire rate earlier this month, (read the full story further on). She has proved to be very popular.

So if you haven't tried her out... beware, you might just fall in love if you do!

## Events Report

### Safety Meeting



The Safety Meeting, held on 14 July, recapped on the Spin, how it can be inadvertently entered, and reminded pilots about the Spin recovery technique.

Also discussed was an article about why we shouldn't roll an aircraft that is not cleared for aerobatics. In short, it is easy to duff up this manoeuvre not only because of possible design limitations a pilot may not be aware of, but because of the excessive g-loadings that can inadvertently be placed on the airframe and wings, way in excess of the design limits, if the manoeuvre goes even slightly cockeyed.

If you weren't there, and are interested in the article written by Des Barker on this subject, please feel free to contact me and I will send it to you. (My details are at the end of this newsletter)

### Elmirador fly-in

Saturday the 15<sup>th</sup> of July dawned... sunny clear blue skies... and a HOWLING wind at El Mirador!

There were aviators who looked out the window, and crawled back in bed, others who took to the skies, and then thought better of it, and turned back, and yet others who continued on and landed, some safely, in a lull, and one, not so lucky, was taken out by a gust, prop strike, airplane down.

Breakfast in the Berg, Craft beers loaded in the baggage compartment to take home and enjoy in the evening after a good day out... can't blame a man for trying to make the flight in howling winds.



Rumour has it, the *new* Bistro, Champaign Bistro-Café, which is in strolling distance from the Elmirador Strip provides a SuPeRb dining experience.

Book ahead with Schalk Buys 060-331-0284.



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## Himeville fly-in

On 10 September, as the mist lifted lazily off Pietermaritzburg, four aircraft took off one by one and set course for Himeville.

As hoped, the misty cloudy stuff broke up and was replaced by distant haze at Edendale Ridge, on the Pmb CTR boundary. Aircraft outbound from Cato Ridge were heard requesting weather reports from one another... the low cloud, as usual, being a little more reluctant to bid the Ridge adieu after a night of close comfort, lovingly entwined with the undulations that make up part of the breath-taking Valley of a Thousand Hills.



Over 40 aircraft and POB gathered at Himeville for the annual fly-in. Delicious breakfast buns and hot and cold beverages were on sale, as well as tickets for a *wild ride in a Yak*.





Our Sakkie manned the "Tower" aptly named "Himeville ATC" and all went smoothly with the somewhat unusual, (and rather fun), joining procedures.



Arriving was the easy part... a light breeze wafting straight down the gentle upslope of runway 22 welcomed us in. But Himeville was not as willing to let us depart. Anemoi decided to have some fun with the mortal pilots and blew hard from the West, 90 degrees to the runway. A Bantam had arrived a little late, (pretty slow ground speed), and everyone watched the pilot make attempt after attempt to join the festivities, and then give up and head back home.



At this point Leon and I decided it was time to strap into the Sling, and followed by TOY we hightailed it down the runway, took off and banked steeply into the wind to avoid taking out the

Windsock. It was an entertaining departure, and the 5349ft elevation and uncooperative wind made the climb-out far less impressive than we were used to.

Other than the take-off, the trip home was uneventful. All in all it was loads of fun !

## Aero Club of SA and CAA Safety Campaign

The event, held on Tuesday 29 August from 18h30, was reasonably well attended. Thank you to all members who came.

The event was run very much along the same lines as these safety meetings have been held in the past. There was a bit of new information too.

Topics covered, among others, were Pilot Attitude in CRM, (Cockpit resource Management), what maintenance a Pilot may do on his aircraft, and a talk on MAYDAY-SA, which is a peer-to-peer, confidential "lifeline" counselling service for Pilots. MAYDAY-SA counselors can be reached by calling +27-12-333-600 and asking for \*MAYDAY\* (the number reaches a call centre). You then get called back within 6 hours by someone who understands the world of flying.

## ZS-NTG- flight from Pietermaritzburg to America

This event, held on Friday, 25 August had short notice and an IMPRESSIVE turnout!

Thank you so much to Franek and Iain Rennie for coming to tell us all about your adventurous trip in ZS-NTG from SA to USA! WOW! What a story! What an experience!



UK - Red safety suits in preparation for crossing the Atlantic to Greenland



VMC on top? Negative 100% VFR. That's all ice below only cloud in sight is at 20 000' and is in the top of the picture!



ZS-NTG, Iain Rennie and Franek in the arctic circle.



America at last!

From almost not getting going due to fuel, then undercarriage problems, (fixed quickly partly thanks to the pilots who couldn't manage fuel and force-landed a Twin Comanche in Hilton not too long ago, thereby providing a much-needed undercarriage part),

to scrounging dodgy fuel in Africa, to a narrow escape from the unfriendly Egyptian Military, to being exhausted, but pushing on, so as to avoid a €5000 per day fine at Heraklion on Crete for stays of over 24 hours, to meeting up with friendly AMO guys in Zadar Croatia, to finding out the magic word "weather" allowed them to choose any route they preferred over Italy, to navigating highly complicated French airspace, then chatting to a South African Tower controller at Norwich; (and being caught a little short on their Afrikaans speaking skills), then having to replace a starter motor in Kangerlussac, on the West side of Greenland about 67 degrees N which falls inside the Arctic Circle, under the watchful eye of yet another aggressive Military, this time American, (all these Military okses seem so aggressive), then con-ing their way through the Canadian/American border, and finally dropping off the aircraft in Rockford, in America, (where "Oshkosh" started before it moved to Oshkosh itself), all in the space of about two weeks!

Our two local Club Members, one with a CPL, one with a PPL, took turns telling all, based on who flew which leg. Undertaking this flight through Africa, Europe, Great Britain, then North over Greenland into Canada and back South into North America to deliver ZS-NTG to a potential buyer took loads of planning, lots of spare parts (wisely taken with, and almost all of which were used), some tense flying - due to the circumstance and not the company, and one incredible adventure was safely concluded.

When asked if they would do it again, Iain stared ahead, silent, and Franek said something along the lines of "Absolutely not!". Sounds to me that they experienced a little more than they expected. \*\*\*

### should I go flying today?



#### Comments from Readers

Well done Telani for the great deal of time and effort you have put into the Telstar

Many thanks

Gary Hughes email 29-06-2017

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Well done on a very nice Telstar newsletter, most interesting.

Brian Armour 03-07-2017

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Hi Telanie,

That was a really excellent Telstar

Well done.

Regards

Steve Svendsen 01-07-2017

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Thanks for the effort you put into Telstar Telani. I read it from start to finish which is unusual in this day and age of so much information coming at all of us. You are obviously have a writing/editing gift!

Thanks again

Locke Purdon 28-06-2017

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Hi Telani

We'll done on yet another well prepared Telstar. 🙌🙌🙌

(The only page I find superfluous is the Table of Contents but perhaps it does help other members...I simply start at the beginning and read to the end!)

Kind regards

Shel Steijl 28-06-2017

\*\*\*

Hi Telani. Just received the latest Telstar. I am impressed. The content is excellent with something for everyone.

John Arkley 28-06-2017



## Upcoming Events

### Monthly Grass Roots Breakfast

Every 1st Sunday of the month, from 08h00 till 09h30 *breakfast* will be served at Grass Roots, except for October 2017, when it will be held at the Mackenzie Strip in Richmond.

<u>Grass Roots Runway Specs:</u>	<u>Mackenzie Runway Specs:</u>
<i>Direction: 12 downhill / 30 uphill</i>	<i>Direction: 11 / 29</i>
<i>Length: 440 m GRASS</i>	<i>Length: 800 m GRASS</i>
<i>Freq 124.2 (Dbn Special Rules)</i>	<i>Freq 124.4 (Pmb GFA)</i>
<i>Elevation: 2200 ft</i>	<i>Elevation: 2750 ft</i>
<i>Position: Just outside PMB CTR towards Durbs, it is almost spitting distance from Light Flight, and almost sling-shot distance from Emoyeni.</i>	<i>Position: South-South Eastern side of Richmond where the tar roads make a triangle shape. High trees from the town side on the approach.</i>
<i>Co-ordinates: S29°45' E030°34'</i>	<i>Co-ordinates: S29°52'41" E030°17'19"</i>

All welcome. Brekkie at Grass Roots consists of a bacon and egg roll and a cup of coffee for the princely sum of R25.00. Any and all profits going to Grass Roots club house.

**Contact Russel on 083 463 7753.**

## Fuel Price

&

## Fleet Hours

			June 2017	July 2017	Aug 2017
Avgas - R19.20	C150		5.6	7.6	1.0
Jet A1 - R11.70	C172's		34.8	24.5	8.6
	Sling 2		n/a	14.3	60.3

## New Members

A warm welcome to:

Vic Schroder, Leon Cronje, Lucio Santoro, Yvette Watters and Dale Wilson who have joined us to earn their PPL's;

to Kevin MacIntyre and Ian McGhie, and Johan Riekert who plan to get their PPL's back after a break,

to Justin Bekker and Francois Calitz, who both hold PPL's;

to Pierre Bekker and Justin Jonas who have returned as Members and to Braam de Villiers who has joined us to complete his Night Rating.



## Club Comms

CoNgRaTuLaTiOnS

to :

(Right) Edwin Jenkins  
Flew SOLO in JKK on 9 July



Vic Schroder – Flew SOLO in ZU-FVU on 10 Sept



Leon Cronje – Flew SOLO in ZU-FVU on 22 Sept



(Left) Lara Denton  
Earned her NIGHT RATING  
in KVV on 19 Sept



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**A BIG Thank-You** to Adam Winter for the  
personalized key tags for the Club Aircraft!

Not only do they look great, and more  
professional, but they also make it much harder  
to not notice if you put them in your pocket! So if  
you want any laser-engraving, you know who to  
call: Adam Winter – 083-257-3555



## Committee RE-shuffle

**Mike McDonald**



**Hes Hamilton**



Sadly two of our Committee Members, Mike McDonald and Hes Hamilton have resigned.

### The Committee as it presently stands:

**President:  
Michele Cameron**



**Chairman:  
Anthony Grant**



**Vice-Chair:  
Cameron Mackenzie**



**Treasurer:  
Martin Hellberg**



### Committee Members:

**Steve Svendsen**



**Gary Keyser**



**Gary Hughes**



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## Pmb Aero Club Facebook & WhatsApp Groups

If you know of something Aviation Related, please feel free to post it on the Pmb Aero Club Facebook Group or WhatsApp Group, or let Telani or Simon know about it.

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## Don Carlos Restaurant

Don Carlos Restaurant is open by arrangement at the Pmb Aero Club from Wednesdays to Sundays from about 10h30 am till the last person leaves.

If you plan to come in for a Saturday *a la carte* or Sunday Buffet lunch, it is best to give Carlos a call to make a booking.

Carlos cell: 079-784-2056



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This dive is named "Dakota", for obvious reasons, and is located near a place called Kas, in the Mediterranean Sea, on the south coast of Turkey. The DOUGLAS C47/DC III "Skytrain" known civil aviation as "DC3"; and a "C47" by the military, was originally designed as a "DOUGLAS Sleeper Transport", providing flight passengers the possibility of a proper nap during travel. This concept was cancelled later on and the beds were replaced with seats.

There is no dramatic background story for this airplane wreck in Turkey. It served as a transporter for parachutists in the Turkish air force, and was donated to local dive centres after retirement to act as new artificial reef, and as a new dive attraction, of course. The sinking of the airplane at its final resting place happened on July 1st 2009 and was performed so smoothly that the DC3 lays now fully intact on the sandy seabed.

The engines, wings, cockpit, rudder and landing gear are all intact. A big door at the main hull, where the parachuters used to jump off the plane, provides access to the inside of the "Dakota". The main cabin is quite empty but if you swim to the direction of the cockpit you can explore the working place of the navigation officer and the cockpit itself.

## Aero Club Shop

The Aero Club Shop now has a new Display Cabinet at Reception. Thank you to Mike McDonald, (owner of Msunduzi Build-It), who had the cabinet made and delivered to the Aero Club as another donation to our Club.

### **Branded Clothes:**

Pmb Aero Club Golf Shirts	R 230	In stock
Pmb Aero Club Peak Caps	R 70	Out of stock
Pmb Aero Club ties	R 35	In stock
Pmb Aero Club Jersey	R 260	Out of stock
Pilot Logbook (large)	R 300	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 45	In stock

### **Books:**

PPL – by Jim Davis	R 130	In stock
The Air Pilot's Manual – by	R 700	In stock

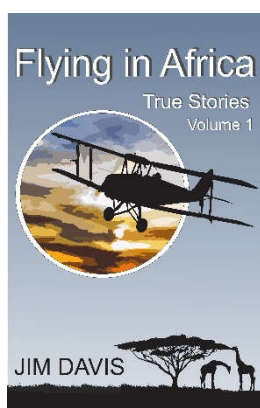
### **Avex Study Notes for PPL:**

Principles of Flight	R 171	In stock
Navigation	R 176	In stock
Meteorology	R 210	In stock
Human Performance	R 166	In stock
Flight Performance	R 148	In stock

Aircraft General	R 214	In stock
Airlaw	R 166	In stock
Radio Handbook – Dietlend Lemp	R 200	In stock
Aero Club PPL Bag	R 250	Out of stock

#### **Nav Tools:**

Square Protractor	R 190	In stock
Ruler	R 195	In stock
E6B Whizz Wheel	R 250	In stock
CX2 Pathfinder	R1,400	In stock
Aircraft Checklist	R 30	In stock
Kneeboard	R 385	In stock
First Lesson Brief	R 30	In stock
Bumper Stickers	R 10	In stock



#### **Flying in Africa – by Jim Davis**

In his new book, *Flying in Africa*, Jim Davis writes about how he became a pilot when flying in South Africa was far less regulated. Many hair-raising adventures are described in the masterful story-telling, matter-of fact way that is unique to Jim. Easy to read, these stories are guaranteed to amuse, shock and delight you.

**The book is NOW AVAILABLE for Kindle through Amazon.com**

#### **Craig Ralphs**

VuPlex Distributor South Africa (he is based in Richmond)

Mobile: +27 83 635 5295

eMail: [admin@vuplexsa.co.za](mailto:admin@vuplexsa.co.za)

**Look what this stuff does for Aircraft!!**

[https://www.youtube.com/watch?v=iLU\\_vB-8-Xk](https://www.youtube.com/watch?v=iLU_vB-8-Xk)





## 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.

El Mirador – Valley Bakery Restaurant 900m need permission

Last month: The Hangar Café - Richmond

This month: **El Mirador (FAQL)**

Distance from FAPM : 62nm

Direction from FAPM: 333°M

FREQUENCY: 124,8

ELEVATION: 4200'

RUNWAYS: 06/24

CO-ORDINATES: S28°59'11" E029°29'35"

PERMISSION REQUIRED: YES

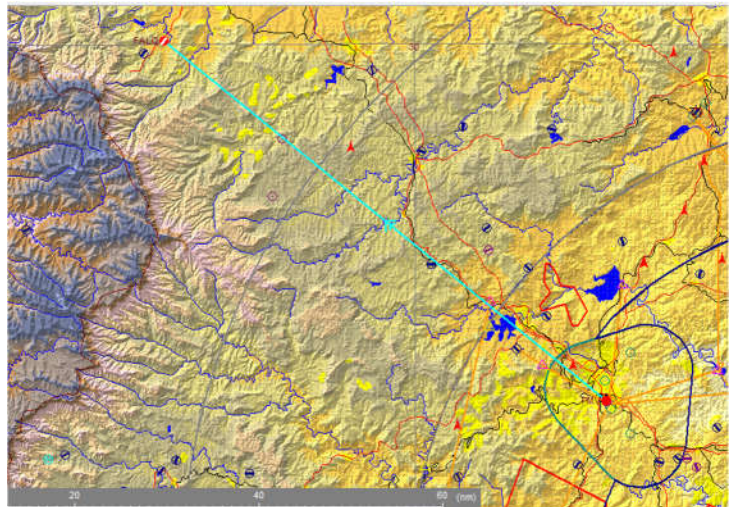
FROM: Martin Scharf 072-133-2593 / Hannes Scharf 082-551-2592

FACILITIES : Bistro-Café & Craft Brewery & The Valley Bakery

DISTANCE FROM THE AIRFIELD: Bistro-Café & Craft Brewery → Co-located

The Valley Bakery → On the Airfield perimeter fence.

CONTACT: Champaign Bistro-Café → Book ahead with Schalk Buys 060-331-0284.

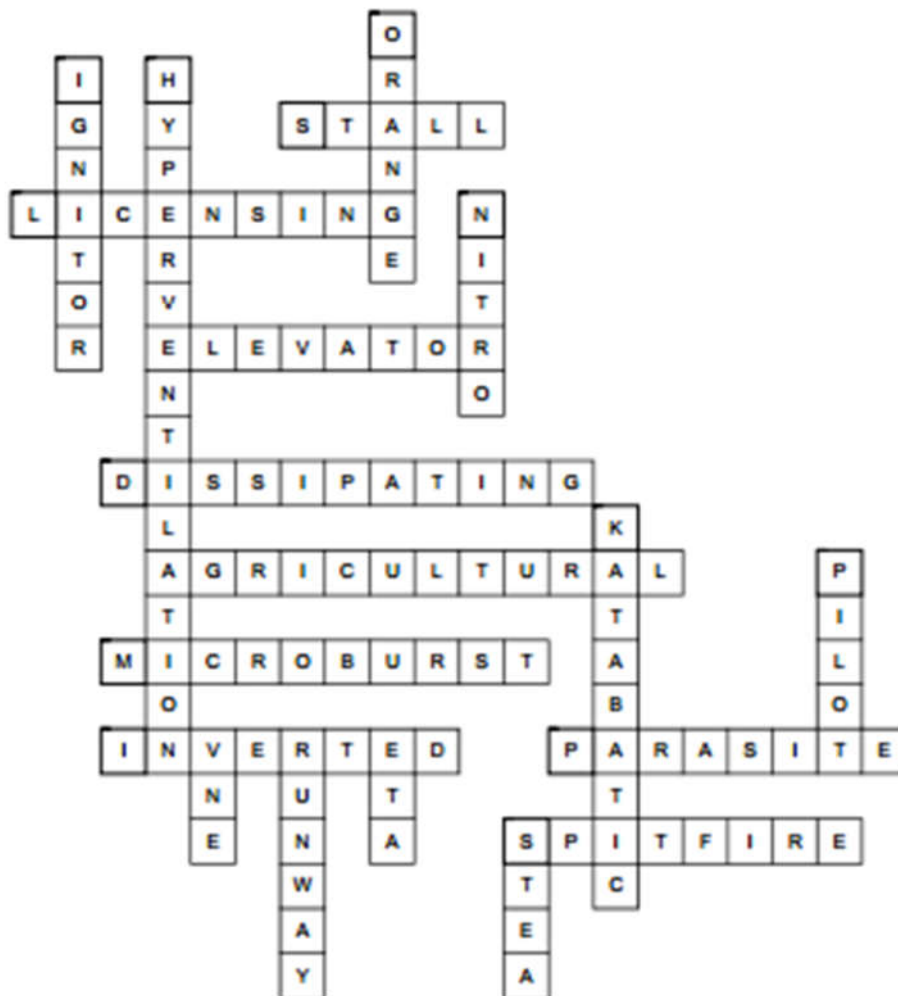


OPEN TIMES:

Champaign Bistro-Café →  
Wednesday to Sunday

The Valley Bakery →  
Monday to Saturday

## Aviation Crossword Puzzle – June 2017 Answers





As an unexpected result, the hire rate for FVU, (which belongs to TAF – The Airplane Factory), went up to R1400 incl VAT from 14 September due to the hire rate to the Club going up by the same amount upon the private purchase of ZU-WES.

It is within the realm of possibility that ZU-WES will be available at the hire rate of R1000 incl VAT, but this has not yet been confirmed.

The paperwork process for ZU-WES's inclusion onto the Club ATO is well under way, and is a somewhat lengthy and step-by-step process especially since the aircraft, although factory built, is moving from private owner ATF status to flight school ATF status.

ZU-WES which, with the added purchase paperwork is quite a lengthy process. Once we may legally fly ZU-WES we will notify Members!

KNI

ZS-KNI's time-ex engine is being upgraded to the same as KVV's, Lycoming O-320-D2J. Her 40° flap will be limited to 30° as part of the upgrade. This will make the two C172's interchangeable performance wise, as well as increase her value.



## Instructors Input – Mel Barker

The end of August marked a decade since Mel Barker's retirement, 25 006.9 hours of flying under the belt and the most hours, worldwide, chalked up in a C150 by a pilot.

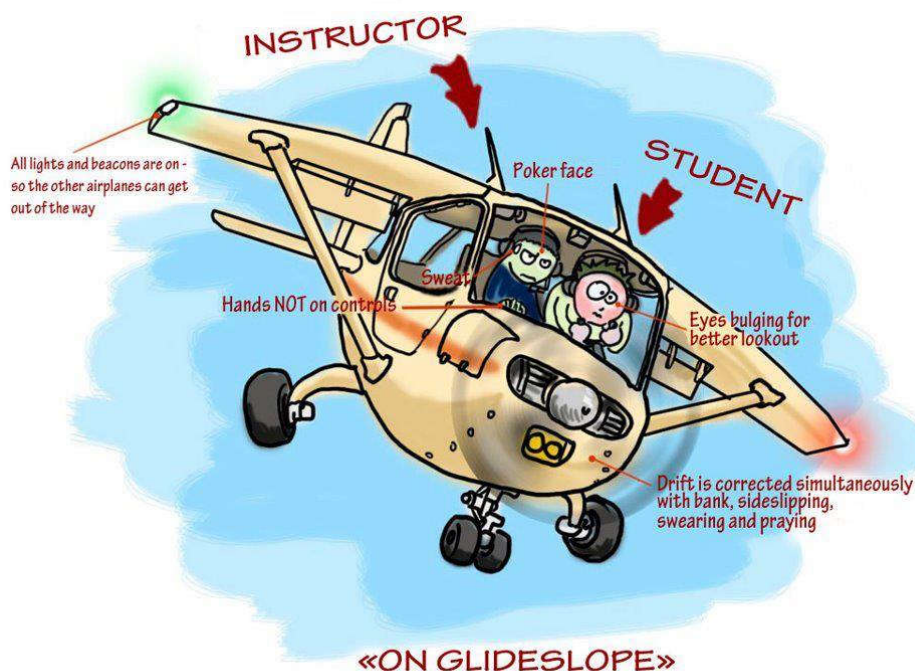
The longer I am at the Club, the more I realize what a large impact Mel had here as a Flight Instructor. I keep meeting pilots who were trained by him, he must have trained hundreds of people to fly! I am told he was very strict about his students carrying a pen, and was reported to have said things like: "that wasn't a landing, it was an ARRIVAL!" when a student landed with a bit of a thump.



Mel instructed at the Pmb Aero Club for 35 years starting on 4 April 1972 after obtaining his PPL and CPL here. He saw twelve Chairmen come and go, was here when the Club averaged 250hrs flying a month and flew up to 100 hrs per month himself. He also had to do fuel quality checks until 1982, saw the secretary's office being built to how we see it today, saw the pub closed in by a wall to comply with liquor laws, and finally got intercom's in the airplanes in 1996!

Mel's wife, Ria, ran the kitchen at the Aero Club for many years, until the mid 1980's.

Mel now lives with his daughter, Brenda, in Empangeni.



## Safety Culture

On 16 September, a Member had to perform a genuine Forced Landing in his Cessna 175B. There was a **BIG BANG**, followed by rough running at 2000RPM, then the cockpit filled with smoke and the propeller stopped.



They were over the Tugela River Valley en-route from Pietermaritzburg to Mkuze and there was nowhere to land.

The smoke cleared, a road became visible and the pilot made the decision to go for the

road and not the locals' veggie

patch... just as well, as the

veggie patch had large

pineapple plants to the

height of a man's waist.

He had to make steep S-

turns to make the road, touched down safely, but it

they had a light tail wind so stopping

went over one power line and under another, wasn't over yet. The road was slightly downhill, and quickly wasn't happening. They followed the bend in the road, hit a rock and CRM tilted up on her nose in slow motion... then gently she plopped onto her back and the passenger and pilot hung upside down by their straps.

Fuel started dripping out of the tanks. The dog had plopped onto the roof. It scampered out and picked up a rock, ready to play while Kate struggled to loosen her seatbelt. John managed to get out after Kate.

It was a GOOD LANDING. They both walked away, dog bounding along. The BANG had been heard on the ground and help had been called so they didn't have too long to wait.

What caused the Conrod to go through the block? The wrong bearing. Oil couldn't get through, and the engine objected mightily.

It was a new engine. All the correct paperwork had been done, including the Special Flight Permit for this maiden flight.

Well done to John Campbell for landing himself and Kate Bastard and the dog safely. It was John's first real forced landing with over 22,000 hrs flying and 40 years as a pilot.

## Members Submissions



### ASK, NEVER ASSUME!

His request approved, the CNN News photographer quickly used a cell phone to call the local airport to charter a flight. He was told a twin-engine plane would be waiting for him at the airport.

Arriving at the airfield, he spotted a plane warming up outside a hanger.

He jumped in with his bag, slammed the door shut, and shouted, 'Let's go'.

The pilot taxied out, swung the plane into the wind and took off.

Once in the air, the photographer instructed the pilot, 'Fly over the valley and make low passes so I can take pictures of the fires on the hillsides.'

'Why?' asked the pilot.

'Because I'm a photographer for CNN', he responded, 'and I need to get some close up shots.'

The pilot was strangely silent for a moment, finally he stammered, 'So, what you're telling me, is . . . You're NOT my flight instructor?'

\*\*\*

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).

Thank you for the kind and supportive comments for the last Telstar. It is MUCH appreciated! It has taken a while longer than planned to write the next one because flying has picked up so much since the arrival of the Sling 2, (for which I am tremendously grateful), taking up most of my time, and therefore impacted negatively on the timeous production of the Telstar... I am quite sure you will forgive my tardiness 😊

Until next Telstar, happy flying!



Telani Lithgow

Editor of the Telstar

Senior Flight Instructor

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

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