



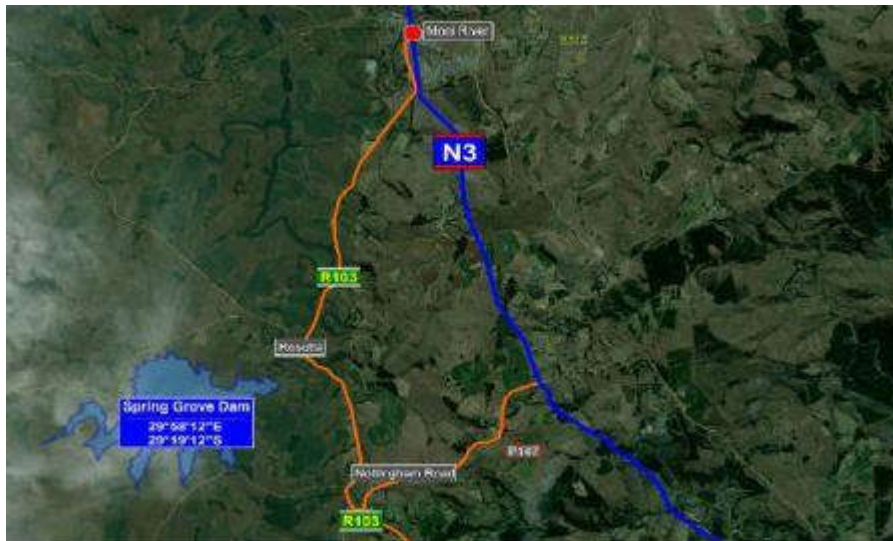
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Pub Talk

KZN- the place to fly!



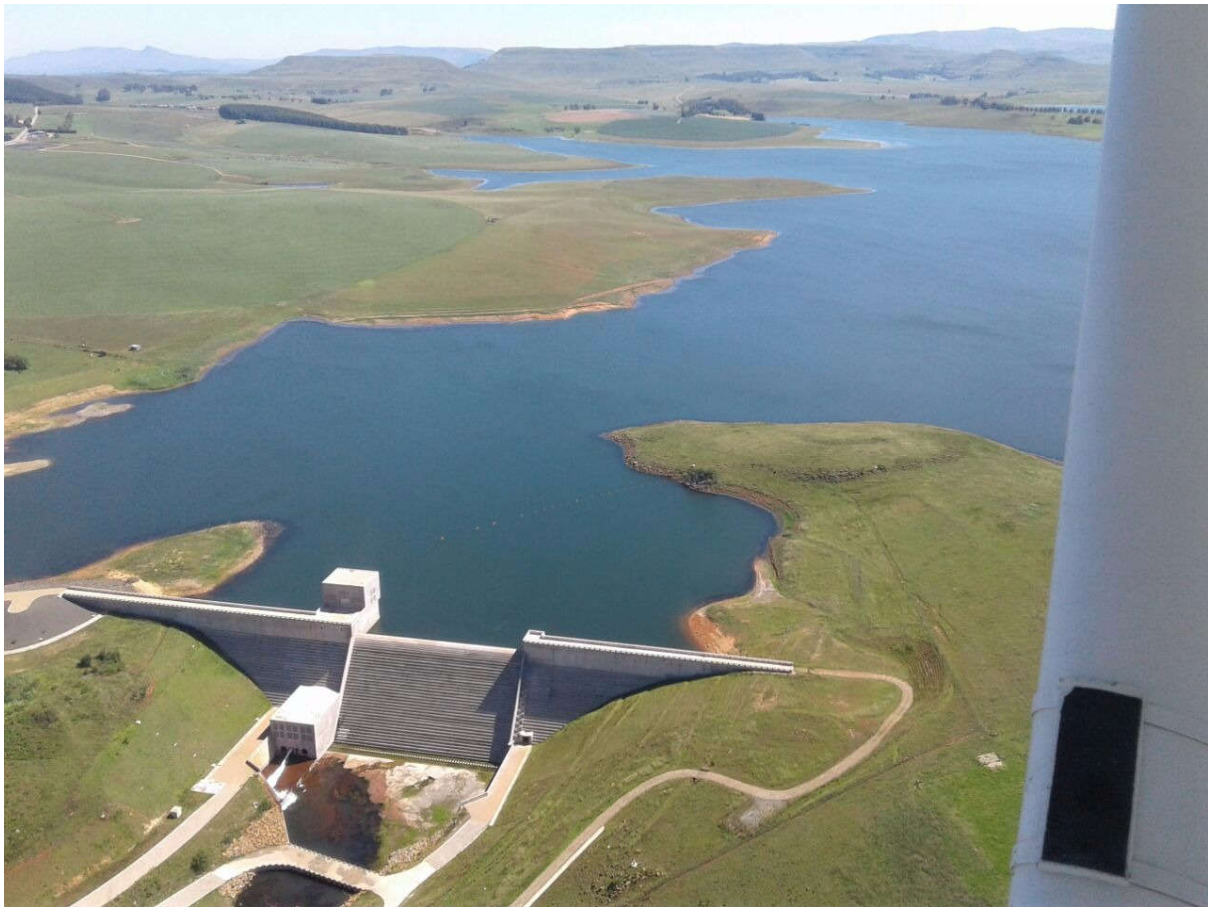
On a recent, rather low-level flight back from El-Mirador, Hes Hamilton and I had our closest look yet at the Spring Grove Dam, near Mooiriver, which does not yet appear on our Aviation Maps.

It's rather pretty.



A quick look on the www showed that it is part of a water management project that feeds into Midmar Dam.

Here's a close-up of the Spring Grove Dam Wall.



On another fairly recent flight, during an initial flight test, (this is the one where you have to do a Navigation and a General Flight Test, for your initial PPL, or if you have let your PPL lapse for over three years). We had only a few days, had some aerie issues, (but that's another story), and only one day, weather and time-wise that our flight was looking possible.... Anyway the big day dawned and FAPM was shrouded in low cloud. (Perhaps you will recall the recent Telstar Article by the late Alick Rennie about our local weather conditions). The reports where, however, that skies were clear behind the Hilton Ridge.

Our planned route was FAPM – Battlefields Country Lodge – El Mirador – Himeville – FAPM. Our first leg took us near Craigieburn Dam, and keeping an eye on escape routes, and nearly turning back, we eased over the ridge and met clear blue skies. The difference was so marked, it was quite breathtaking.

The rest of the flight was uneventful, completing the GFA part at Ladysmith as reports noted that FAPM was still shrouded from the sun. We diverted from there to FAPM and met this approaching Midmar Dam:



... a very solid layer of cloud with a very clean edge reaching just north of the Dam. We dropped right down to ease under the clouds, in places no higher than 400ft to 500ft agl, skirted around Karkloof that had the cloud hugging the ground, and flopped over the ridge to Albert Falls Dam where we were easily able to maintain 4500ft altitude.

The contrast was quite remarkable between the north and south of the ridge, with the cloud lowering towards the coast. Mission complete and successful, we were glad to be back at base.

* * *

Lady, you want me to answer you if this old airplane is safe to fly? Just how in the world do you think it got to be this old?

— Anon

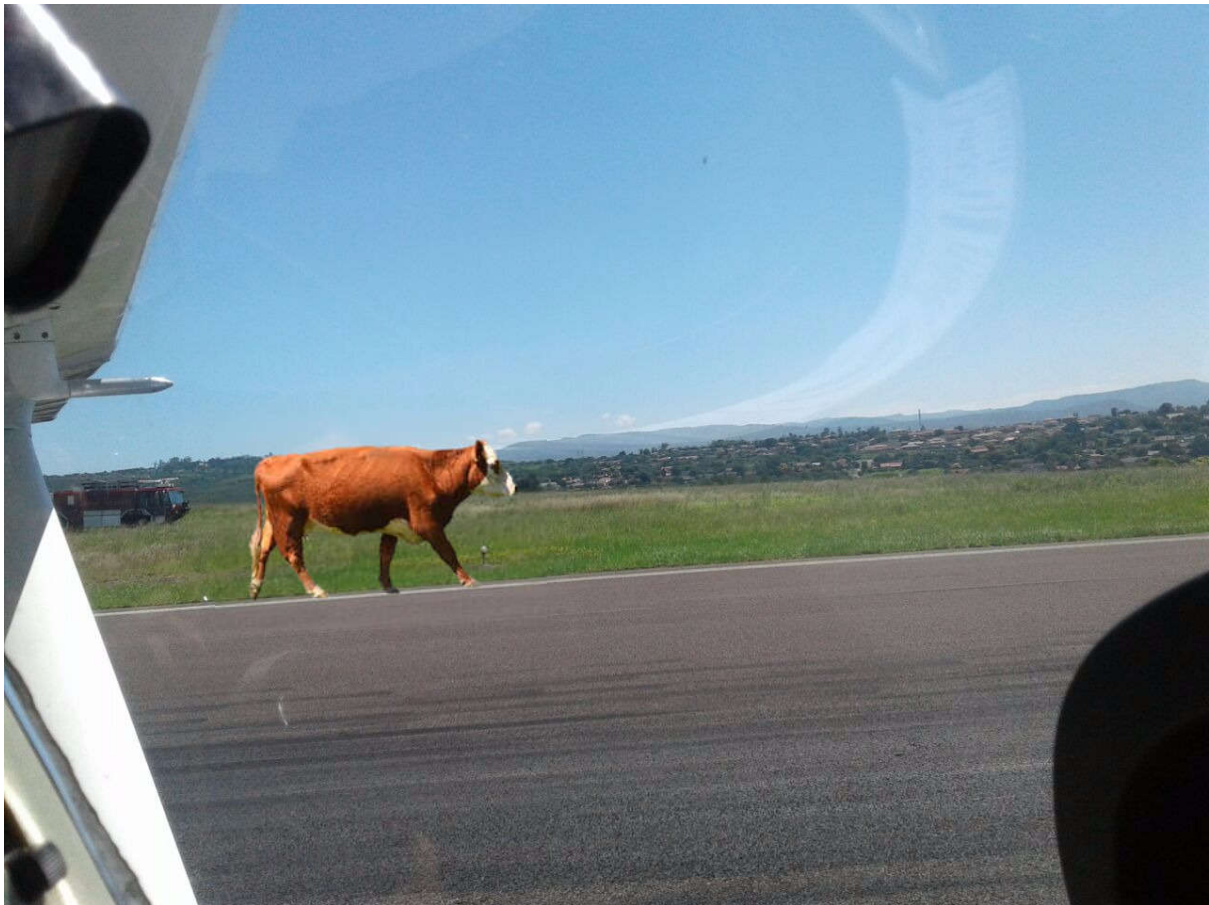
The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline luggage.

— Mark Russell

Recent Events at FAPM

Old Cow delays departures

On 4 January, 2018, a bovine caused mayhem as she decided to enter the airport premises, most likely for the purpose of consuming the plentiful grass surrounding the runway. The Airlink captain preparing to take off was somewhat alarmed at her presence on the airfield, and departures were delayed as the airport fire department raced off in their large fire truck to herd the pilot-distressing mammal away from the runway.

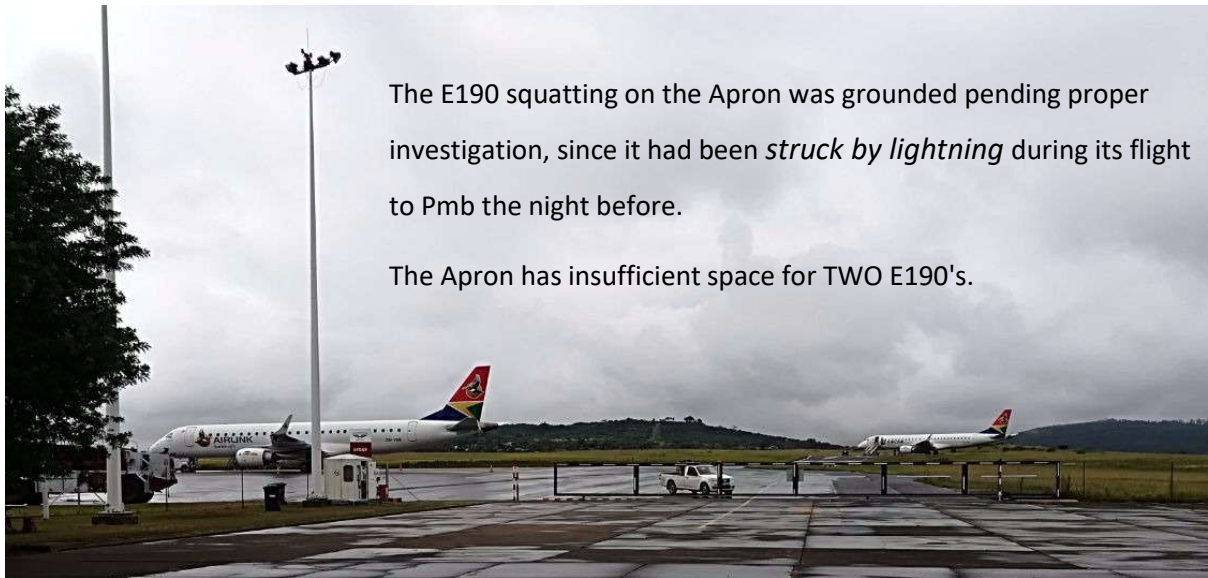


This mildly entertaining occurrence was not, however, all that welcome, as it delayed departures of two light aircraft as well as Airlink and was therefore a somewhat costly affair. It made our plans change from circuit to GF training in ZS-KVW.

The situation was properly under control by our return, just under an hour later.

E190 Runway Parking Spot – a first for Pmb

On 16 January, 2018, one of Airlink's E190's parked on the Runway and passengers were bussed down to the Terminal Building because the Apron was occupied by the previous night's E190.



The E190 squatting on the Apron was grounded pending proper investigation, since it had been *struck by lightning* during its flight to Pmb the night before.

The Apron has insufficient space for TWO E190's.



Checking the tail where the lightning struck.

There was damage to nose wheel rivets as well.

Repairs got underway quickly and the aircraft left that same day.

Fuel Price

incl VAT	Previous Rate	Current Rate
AVGAS	R20.70	R20.70
JET A1	R12.40	R12.80



Fleet Hours & Hire Rates

All prices are VAT inclusive.

	June 2017	July 2017	Aug 2017	Sept 2017	Oct 2017	Nov 2017	Dec 2017
C150	5.6	7.6	1.0	0	0	0	0
per hr hire rate	R1480	R1480	R1480	R1480	R1180	R1180	R1180
C172	34.8	24.5	8.6	10.4	8.6	26.9	12.7
per hr hire rate	R1850	R1850	R1850	R1850	R1850	R1850	R1850
Sling 2	n/a	14.3	60.3	65.7	24.5	38.3	37.2
per hr hire rate	n/a	R1000	R1000	R1400	R1400 → R1000	R1000	R1000
Arrow (dual ph only)				R3580	R3580	R3580	R3580
Instructor rate	R387.60 per hour flying R250 per hour briefing.						

New Members

A warm welcome to: Martin Holtzhausen, Simphiwe Masikane, Nathan van Blerk, David van Rooyen and Sindi Ndaba, who have all joined us to do their pilot licenses.

Club Comms



CoNgRaTuLaTiOnS

to Trevor Garden who flew SOLO in ZS-KVW on 31 December 2017.

No prizes for guessing who had the *best ever* old years night party!!

ZS-KVW

During her most recent MPI, it was discovered that KVW has stress fractures above both wings. According to the AMO, this could be due to age, or to abuse, such as rolls or loops. Less likely is stress due to hard landings, (but this should have some other indicators, which are absent).

Apparently this happens, in some aircraft more easily than others, and does not compromise the structural integrity. The stress lines on the wings have been drilled to prevent further cracking in the skins, and will be monitored. The wings will also be X-rayed for structural stress in early February. She is deemed safe to fly but a caution placed on any abuse.

ZS-KNI

KNI is expected to be back in operation by early to mid-February, (CAA willing). She will be boasting her new factory Lycoming D2J engine as her timex H2AD motor (which gave us great service, but has a bad reputation), has been replaced.

The new engine necessitated some modifications, such as re-positioning the battery, but all is going well.

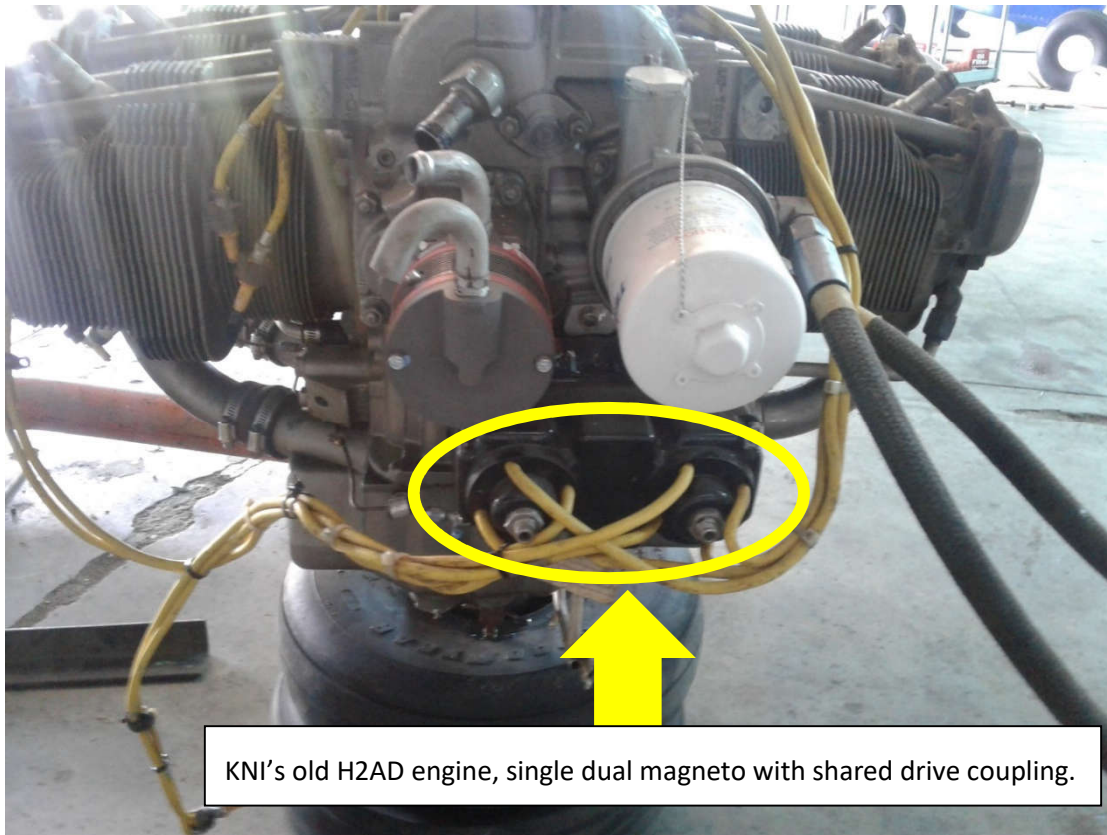
The biggest difference in the two engines is the camshaft layout.

The old engine has a has a single dual magneto, where the drive coupling to the two magneto's is shared. Should this snap, both magnetos are as good as

decoration. The new engine boasts the more conventional independent dual magnetos, each one



independently able to keep the motor running should one system fail. This is, after all, the main reason behind the dual structure.



KNI's old H2AD engine, single dual magneto with shared drive coupling.



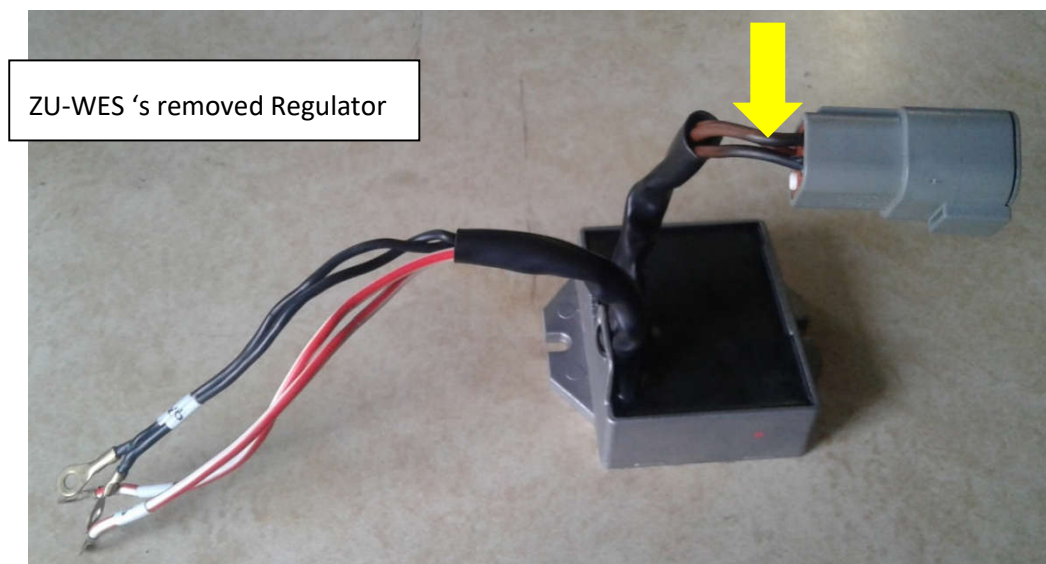
KNI's new D2J engine with independent dual mag system

ZU-WES

WES has been out of action since 5 January, because the Lane B light has been illuminating and doing so frequently. The Lane A light started coming on too. Turns out the culprit is one of the two Regulators, which has been overheating in its airless position behind the firewall above the rudder pedals.

A Service Bulletin insists the part be moved to a location on the firewall in the engine compartment, and the Regulator and Stator be replaced. This has been done on ZU-WES, both parts being under Rotax Factory Warranty.

Failure to see to the problem timeously would have resulted in an engine failure due to both fuel pumps being electric, with a potential restart running the battery back-up using the EMS Backup switch, which could yield up to 30 mins of battery power, battery health and charge dependant.

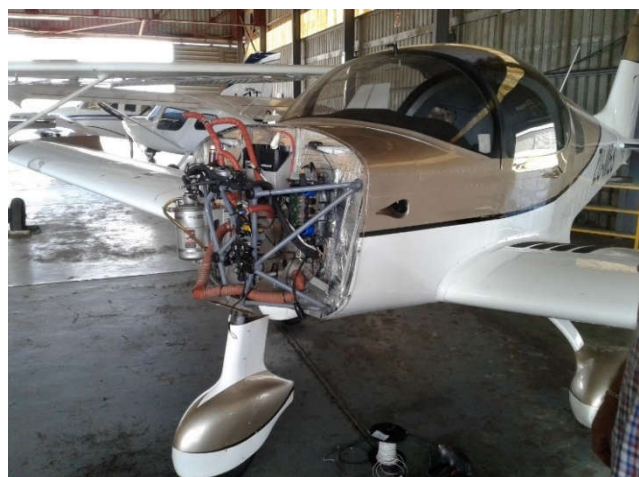


The main delay to ZU-WES being back in service has been that the Rotax suppliers in Jo'burg have been out of stock as Christmas delayed the delivery of their expected shipment into the country.

Replacing the Stator and moving the Regulator to a more satisfactory position required the removal of the engine, and a lot of wiggling and cursing under the dash.

On Friday 26th Jan, ZU-WES looked like this:

Like Feast or Famine, we had two days of only ZS-JKK in operation while KNI was in for overhaul, KVV for MPI, and WES for Service Bulletin "correction". By early Feb, all our aircraft should be back in working order.



New Flight School Training Approval

We are delighted to announce that Pmb Aero Club is now allowed to conduct Light Sport Aircraft (LSA) training under National Pilot Licensing, (NPL). ZU-WES, our Sling 2 will be used for this training as it may be operated for both Light Sport and PPL training, (and of course CPL hour building).

* * *

Late Cancellation Fee

Due to the number of late cancellations of aircraft without due regard to other pilots, notice is hereby given that late cancellation fees will once again be charged at a rate of ONE AIRCRAFT HOUR hire rate. Cancellation due to poor weather or provable illness will not incur this fee.

Kindly give cancellation notice by noon the previous day to avoid this fee. This will allow others sufficient time to re-arrange their schedules and to book the aircraft for the following day.



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.

* * *

Don Carlos Restaurant

Carlos is back after his op, and Don Carlos Restaurant is open once again at the Pmb Aero Club from Wednesdays to Sundays from about 11h00 am till the last person leaves in the evening for lunch and dinner.

If you plan to come in for lunch Wed to Sat, please make prior arrangements with Carlos.

Sunday Lunch is always available, it assists Carlos for planning if you give him a heads-up.

Friday night Pub Menu always available.

Carlos cell: 079-784-2056



Don Carlos is available for private & corporate functions too!

Aircraft Accidents

There have sadly been two aircraft accidents in January. One fatal, one not.

Our most heartfelt condolences to the family and friends of John Waterson, (pictured on the right), and his passenger, Gerald.

John built and sold Savannah aircraft. On 24 January 2018, John and his passenger, took off for a test flight in the Eastern Cape. They did not return and, hampered by bad weather, Search and Rescue and private pilots combed the area looking for them.

Tragically after two days of searching, the burnt-out wreckage of the Savanna with both men inside was discovered in the ravine very close to the runway. It is thought something went very wrong shortly after take-off, as the Savannah has extremely short take-off and landing capabilities, and slow approach speeds which normally increase chances of survival. John is known to have been an excellent pilot.

A report appealing for assistance read "As you may have heard John Waterston was flying a small 2 seater Savannah aircraft yesterday from the East London Brickyards toward Morgan Bay. The last sighting of the plane was over Balugha area at 3.30pm. Someone said they saw the plane over Kwelera at 6pm. Nothing has been confirmed. We are desperately looking for any information leading to finding John."



Random photo of a Savannah from www

“After 2 incredibly emotional days filled with lots of frustration the wreckage and sad fatalities of John and Gerald has been confirmed. The amount of human compassion from each and every individual that contributed to a successful find can never be expressed in words. To those who lost a loved one, family member, aviation family member and friend our sincerest condolences. You will remain in our prayers and thoughts. May I express my sincerest thank you to all involved. The ARCC team.”

The second, non-fatal accident happened in the morning at Illovo Beach just south of Durban.



A C172, operated by Virginia Flight School, and occupied by an Instructor and Student, landed on the beach and tipped onto its back.

Although not much is known at the time of



this writing, it is interesting to note the position of the flaps in the photos, and to muse that this may possibly have been the reason for the decision to make a beach landing. I have it on good authority that it is very difficult to control an aircraft with one flap flapping about.



The unofficial report is the engine cut, they called Mayday.. then restarted and tried to climb and the engine stopped again.

There have been comments in the past about aircraft at Virginia being washed and water has been found in the fuel and this could be related. The aircraft had flown approximately 100 hrs since major overhaul.

Many years ago when Virginia was having runway lighting installed, the Flight School I worked for operated out of the old Durban International airfield for about two weeks. One of my students doing a very thorough pre-flight, as all my students do, :D took TEN full pipets of water out of the

gascolator before reaching the fuel. I was VERY proud of him for his thorough pre-flight.

I am confident we will hear all about the cause of the accident in due course.

Aero Club Shop



Soft, comfortable

100% Cotton Polo shirts

&

Peak caps



Branded Clothes:

Pmb Aero Club Golf Shirts	R 230	In stock
Pmb Aero Club Peak Caps	R 70	In stock
Pmb Aero Club ties	R 35	In stock
Pmb Aero Club Jersey	R 260	Out of stock
Pilot Logbook (large)	R 315	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 50	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 178	In stock
Navigation	R 225	In stock

Meteorology	R 218	In stock
Human Performance	R 173	In stock
Flight Performance	R 153	In stock
Aircraft General	R 214	In stock
Airlaw	R 170	In stock
Radio Handbook – Dietlend Lemp	R 230	In stock
Aero Club PPL Bag	R 250	In stock

Nav Tools:

Square Protractor	R 215	In stock
Ruler	R 200	In stock
E6B Whizz Wheel	R 250	In stock
CX2 Pathfinder	R1,400	In stock
Aircraft Checklist	R 30	In stock
Kneeboard	R 380	In stock
First Lesson Brief	R 30	In stock
Bumper Stickers	R 10	In stock

* * *

When asked why he was referred to as 'Ace':

Because during World War Two I was responsible for the destruction of six aircraft, fortunately three were enemy.

— Captain Ray Lancaster, USAAF.

If helicopters are so safe, how come there are no vintage/classic helicopter fly-ins?

— Anon

The Pmb Aero Club Committee

President:
Michele Cameron



Chairman:
Anthony Grant



Vice-Chair:
Cameron Mackenzie



Treasurer:
Martin Hellberg



Steve Svendsen



Gary Keyser



Gary Hughes



* * *

Safety Culture – Airport Security





Yes it's a dreadful pain, and we can all kick up as much fuss as we like, but the fact remains the International Civil Aviation Organization (ICAO) insists

that the Apron remains a STERILE ENVIRONMENT since we have Scheduled Flights at FAPM. What does this mean to us, at the Aero Club and in the GA sector? Well it means that NO-ONE may WALK ON THE APRON, even if we have done so for years, even if we have security passes from the Airport Management, even if we hold a pilot's license, UNLESS we have gone through Airport Security Screening through the Main Terminal, we simply *may not* wander over any part of the Apron. Bummer.

Fortunately though, we may go through the big GA Gate in any aerie we can get through it, WITHOUT going through Airport Screening!! YAAAYYYY!!

So, NO PEDESTRIANS are to go through the refuelling gate. The refuelling staff have to go through the screening process on arrival at work. We truly appreciate your co-operation in this regard, as we would hate to have the GA Gate closed by CAA due to transgressions by our Club Members.



dear Captain
My name is Nicola im 8
years. old, this is my first
flight but im not scared. I
like to watch the clouds go
by. My mum says the crew is
nice. I think your plane is
good. thanks for a nice flight
dont fuck up the landing
 LUV Nicola
XxXx

Until next time, happy flying!



Telani Lithgow

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Senior Flight Instructor

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