

## *Telstar Jan 2017*

First and foremost: **Happy New Year!!**

May 2017 bring us all great success, joy and fulfilment.

May the economy thrive, and the Club develop a new heartbeat with members visiting on a more regular basis!

Incidentally, the Prego Roll I consumed the first night Carlos's Kitchen opened at the Aero Club was, how can I put this... flippen delicious! There was a problem with it though... I could happily have devoured two! Okay, that would have been greedy, but really, you should try it!

By the way, are you aware that a beer at the Club is only R12, Whisky is R8 a tot, Brandy, Cane, Vodka and Gin is R7 per tot? If you have visited a regular pub recently, you will know these are economy-friendly prices, otherwise known as nice and cheap!

The pool water is clear blue and a pleasurable temperature, the braai is easy to get going, and the new GA area lends an absolutely lovely ambience to the setting.

If you aren't using the Club facilities, you are missing out. It's a great place to pop by on the weekend to braai, swim and watch Aeries.

### Aircraft accident at Emoyeni

It is so easy for us to judge what "the pilot did wrong" when

1. we are not the pilot
2. we don't have all the facts

Accidents and incidents are fascinating, because, "there but for the grace of God go I" ... they are exactly that... accidents. Not planned. That the pilot and passengers walk away with their lives in tact is the most important aspect, and is what emergency training is for.

On 4 December 2016 ZS-PPB 1978 Piper Warrior PA28-161, tried to take a flight that didn't go quite as planned.

Photo Courtesy of Noel McDonogh



Photo Courtesy of Noel McDonogh





Photo Courtesy of Noel McDonogh

There were no fatalities or injuries other than to the aircraft nose wheel, prop, engine, and probably some to the aircraft skin.

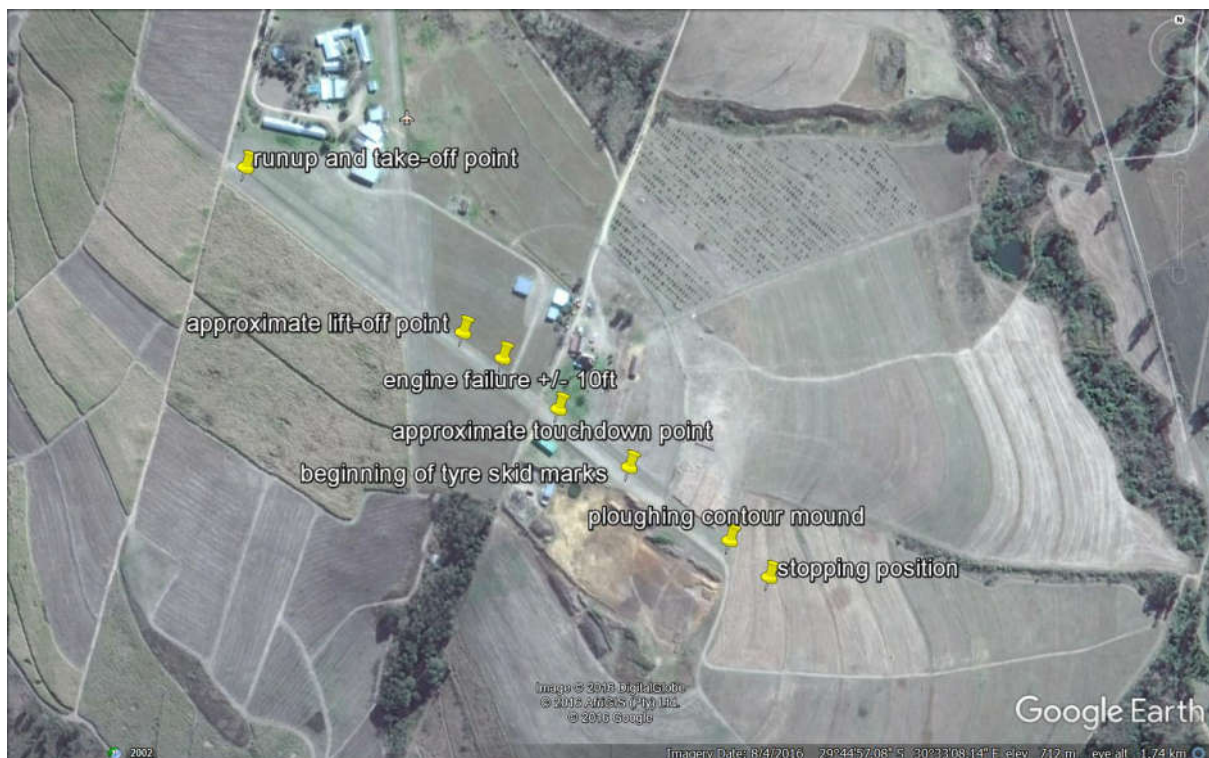
*So, what happened?*

The pilot, and aircraft owner, Athol Buchan of General Aviation Assessing cc, kindly gave us a first hand insight:

We just got airborne, felt like 10 ft but video shows about +/- 3ft. Power against the brakes was good, acceleration was good, as we lifted off it was like pulling the mixture. It happens so fast that you don't have time to think it out, just react instinctively. Remember that at 60kts the plane is travelling at 30m/sec, so in the time it takes you to react you have travelled a 100 meters. So from point of engine failure (+/- 400m mark) and time to settle back on and time I took to get onto the brakes there was only about 150 meters of runway left. All that went through my mind was that I have to get on the brakes and get off as much speed as possible. Can't say that the brakes made much difference with the slippery grass and down slope, plus aircraft is still light on wheels so coefficient of friction is low. I estimate that we went off the end at about 35kts and launched back into the air to a height of about 10ft, instinctively just held the column back and we came down tail first and then pivoted all the weight onto the nose gear which then collapsed under the load.



View of take-off from Runway 15



With my job I have seen many accidents and I must say that if you are going to have a crash, crash slow and shallow. The little Warrior is a tough little machine and I have never seen one on its back from a forced landing. High wing aircraft tend to flip over in accidents like this.

### *The previous flight*

The last flight with my little aerie was to Colesberg and back 2 weeks before the accident. My friend and I flew over some serious terrain, mountains, rugged coast line, forests etc. I dropped him off in Margate on the Saturday, filled her up and flew 45 minutes back to Emoyeni. Take-off and 30 minutes on the left tank, 15 minutes and landing on the right tank. She never missed a beat.

### *Preflight actions before Emoyeni flight*

On the day of the accident I strained both tanks and the gascolator before pulling her out of the hangar, it's a thing of mine to drain the fuel on level ground.

We did 2 run-ups because the engine cut as I was leaning the mixture during the first run up. I put it down to leaning too much and being a little too slow returning the mixture to full rich. She did not start easily after that and we put that down to a hot engine. I did a second run up and all was fine. Maybe this should have been a clue. Yes, the fuel selector was on (left tank), fuel pump was on and mixture was full rich, carb heat off. No not carb icing because I had my CAA contact get the met office to do a met report and the charts show no possibility of ice at full throttle.

#### *After the accident*

After the accident they put on another prop and ran the engine, ran like a Swiss clock. The carb and fuel system were checked, no water, no dirt, no leaks no blockages. Stripped electric and mechanical fuel pumps, all good.

The chief engineer at 43 Air School told me that they had a similar incident with one of their aircraft about a year ago. Luckily the engine quit during the take-off roll on a long runway so there was no accident and they were able to investigate. They found that the economiser valve in the carb was stuck and caused a rich cut. We suspect that maybe the same thing happened with PPB.

Emoyeni is not the place for EFATO, we got lucky. 5 seconds later and I think very different story.

My faith in the old Lycoming is gone that's for sure.

If anyone has more insights to this issue, your info would be appreciated.

A short video of the flight is on the Facebook Pietermaritzburg Aero Club Members page.

The airfield details are:

Elevation: 2340ft

15/33 600M grass

It was a hot day, about 25°C.

#### REMEMBER:

Our Club Aircraft have a sheet in the Aircraft's Blue Folder along with all the Aircraft Documentation which details who to contact should there be an emergency. Remember the required documents:

- ➔ Certificate of Registration
- ➔ Certificate of Airworthiness (expiry date)
- ➔ Release to Service (expiry date and/or tach – whichever first)
- ➔ Weight and Balance (expires 5yrs from last weigh)
- ➔ Radio License (expiry date)

There are also two sick-bags in each aircraft folder. These are in case of nausea, and not to be used as oil rags please! Kindly replace if your flight has required the use of one or more. They are kept in the Office.



## EXCESS INSURANCE:

The Pietermaritzburg Aero Club budgets for EXCESS INSURANCE, (R20 000), for ONE aircraft accident per year. (Luckily we haven't had any accidents for some years now). Because of this, our Club Member Pilots do not have to take out Excess Insurance. If, however, you decide to hire aircraft from another Flight School or Club, you would be well advised to get your own EXCESS INSURANCE. Your excess insurance follows you around.



### New Fuel Attendant

You may have noticed a new face around the fuel pumps... After Michael's rather sudden inexplicable departure, which took us all by surprise, we are happy to introduce:

Lucky

### 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

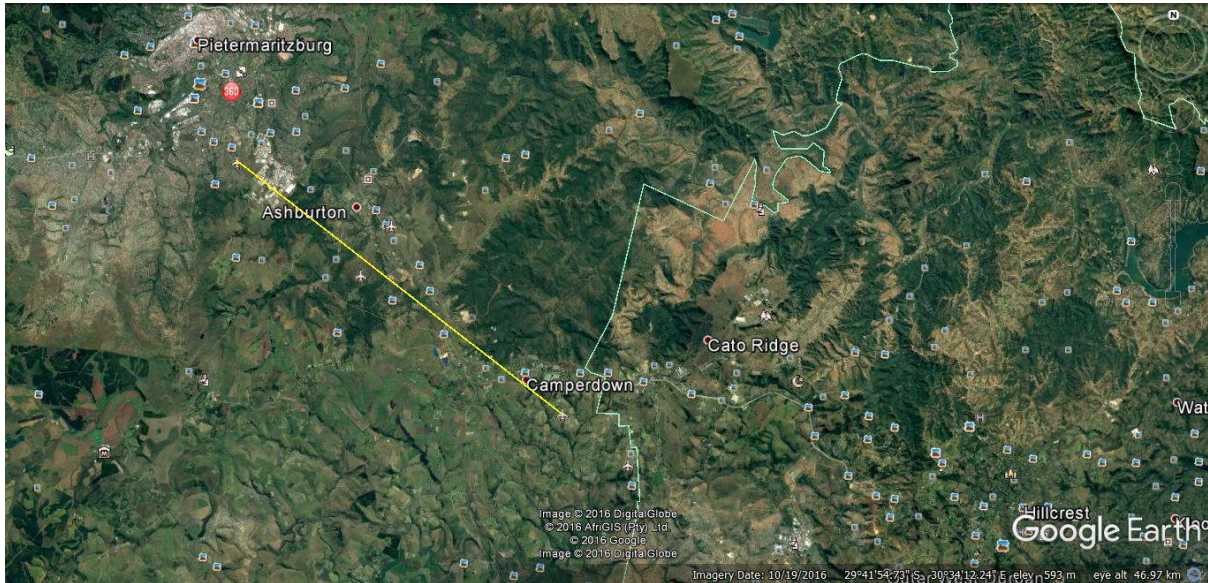


## Breakfast fly-away destination from FAPM

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.

### EMOYENI LODGE

Distance from FAPM :                      on FAPM CTR boundary (almost 10nm from FAPM)



FACILITIES :                      Restaurant, pool, accommodation.

DISTANCE FROM THE AIRFIELD: strolling distance

CONTACT:                      031-785 1740 – Emoyeni Lodge

082 652 6018 - Brenda

ELEVATION:                      2340ft

CO-ORDINATES:                      S29°45' E030°33'

RUNWAYS:                      15/33 600M grass (Rwy 15 usually used for t/o and landing)

02/20 500M grass

Runway 20 has powerlines on the thresh-hold and a steep downhill. Do NOT land this way.

Sand hump on LHS thresh-hold Runway 33.

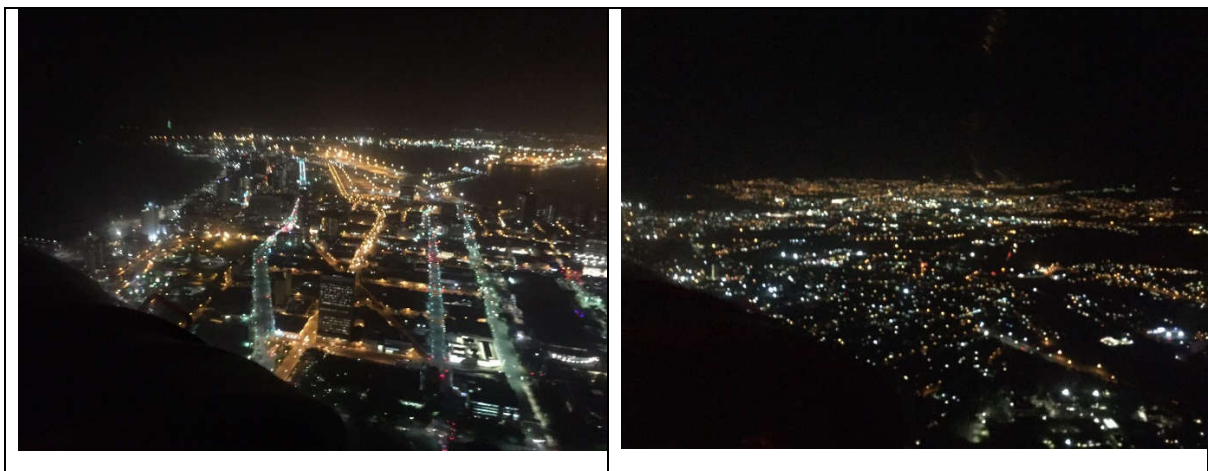
Tractors sometimes cross from R to L unexpectedly from Runway 15 due to Sugar Cane obscuring view. Have a good look from downwind before landing for Situational Awareness. Rwy 15 is most frequently used for take-off and landing.

Flight Training School, (Cato Ridge Aviation Centre) on the premises.



## Night Flight – Simon

Here are two pics of Simon and a Student, Neil Smit, night cross country late last year, FAPM-FAVG-FAMG-FAPM. It was an absolutely stunning flight and the cities looked like jewels glowing on a soft, black velvet cushion. Flying at night in a single engine aircraft may have its inherent dangers, however the beauty and the magic of a clear night sky offsets the risk and makes it oh so worthwhile.



## Night Currency

Remember you have to have flown three take-offs and landings by night within the last 90 days in order to fly passengers by night.

## Grid MORA's



Do you remember what Grid MORA's are? They are Minimum On Route Altitudes and are agreed on with ATC. If you look on your VFR WAC's, you will see a faint number in each four squares, eg 9<sup>8</sup>. This would mean that the highest elevation in the four squares surrounding the number is 7800ft high. If the number was 4<sup>2</sup>, this would mean the highest elevation in the four squares would be 3200ft. Remember, up to 5000ft elevation the MORA is 1000ft higher than the highest point, above 5000ft elevation, it is 2000ft.

It is wise to fly no lower than the MORA height for Night and Instrument flights, however, you are expected to fly according to Special Rules when following prescribed VFR Routes, EVEN AT NIGHT. Choose a big moon night if you have to do this, with no clouds. Just in-case. For IFR don't fly lower than the Grid or Route MORA's!

## Completion of GA area

On Friday 27 Jan, eighty or so merry souls celebrated the completion of the new General Aviation Area. There was a great vibe and tasty dinner.







It has improved Club Ambience, made access to the aircraft an absolute pleasure since Pilots no longer need to traipse themselves and their passengers all the way around through Airport Security, and all the way back to the Club on the aircraft side. It has opened up the Club directly to the GA Apron and is an all around a fantastic addition. Many heartfelt thanks to our Committee, especially Steve Svendsen and Mike McDonald who drove the Project.

You may have noticed the big black gate barring the entrance to the Club. This is part of the GA addition and is added security as, before its installation, there were things that went missing from the Club on some weekends when there isn't always someone sitting in the office... the TV remote, the DSTV card, one of the training Model Aircraft, Instructor's lunch from the fridge, and the Club had a few visits from a group of enthusiastic youngsters, under 12yrs, who, although not Club Members, and unsupervised, kept trying to use the Club Pool facilities on hot days. With the new open GA area, unsupervised access to the aircraft could also be potentially hazardous to pilots and pax.

So please see the gate for what it is.... More freedom and peace of mind from within the Club Premises for Members and their guests.

## 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.



## Club and Pub

The Club Pub is open every Friday evening from 5pm. Don Carlos is providing delicious Pub Dinners at very reasonable rates. Meals to be paid in cash.

Drinks, however, may be on a tab if you are a Club Member!

Sunday Lunches are also available by booking in advance. Julie sends out emails with the Menu, and they are placed on the Club WhatsApp Group. If you are not on the Group, please send me a WhatsApp or SMS requesting to be added. My number is 082 490 1654, (Telani). Messages are also posted on the Closed (Members only), Facebook Page. Feel free to join up!



## Committee Corner

As you may well be aware, a formal SACAA investigation has been conducted into training activities on the Pietermaritzburg airfield which has clouded the reputations of those involved, has recently been concluded.

The PMB Aero Club committee is pleased to report this investigation found no irregularities, and sincerely trust this unfortunate matter can be put to rest and the effected parties' reputations restored.

## Wise Words

When I first started Instructing flying, in 2002, with a fresh Com, I lamented to my Employer at the time, (Bruce Scott of Virginia Flight School), “what could I possibly teach my students with so little experience myself?!”; he said something I will never forget, and which has been proven true time and time again: “You will be amazed what your students teach you!”

Recently I learned the SEVEN P’s, from two different pilot/students within a week of each other:

PROPER

PLANNING &

PREPARATION

PREVENTS

PISS

POOR

PERFORMANCE

I have always known this as “Plan your flight, fly the plan”, but I like the 7P direct way of putting it! It’s advice to live by.

Till next time,

Happy Flying!!