



PIETERMARITZBURG
AERO CLUB established in 1938

JUN / JUL 2019

TELSTAR

NEWSLETTER

CHANGING OF THE SEASONS



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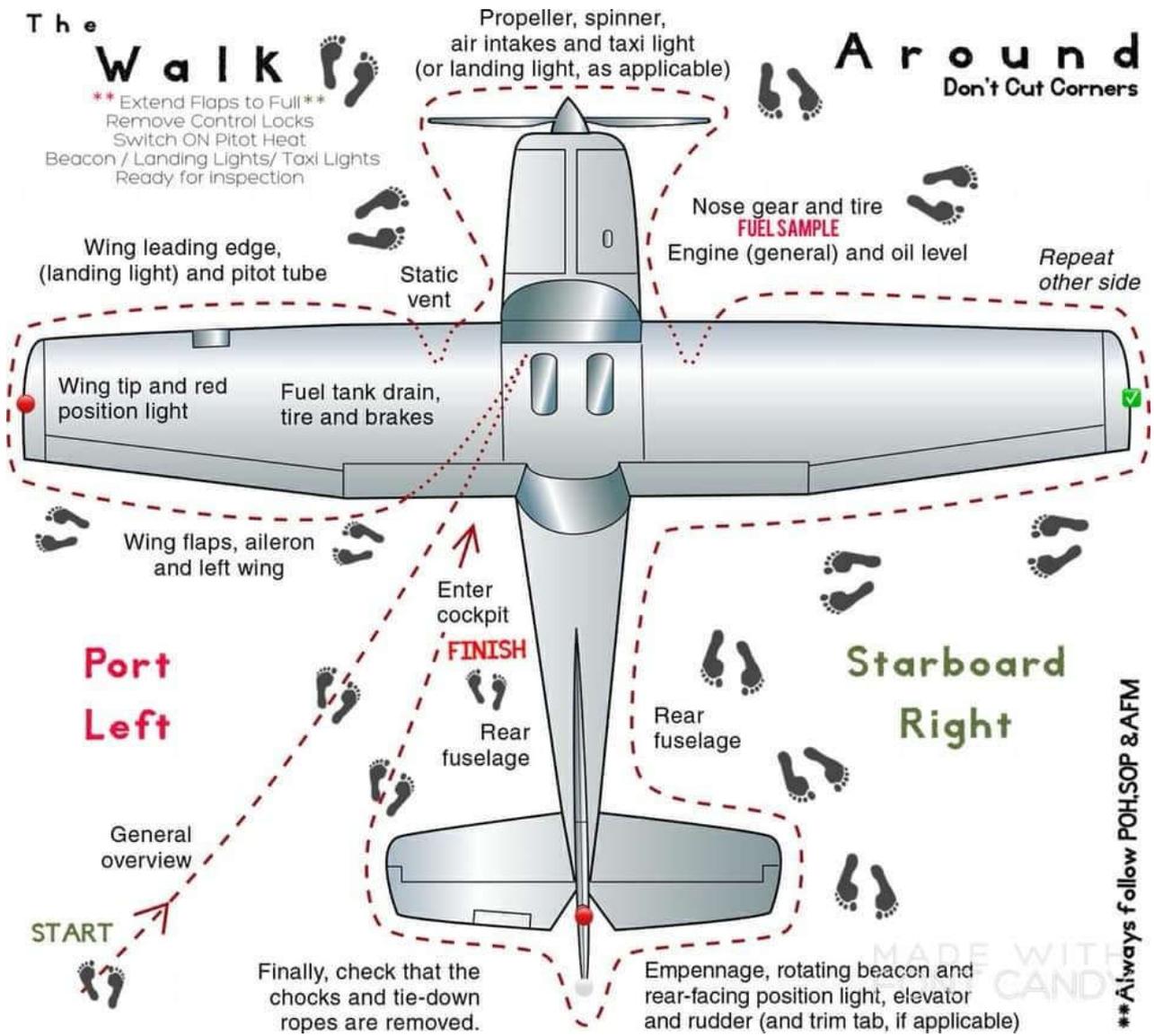
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Pub Talk – PREFLIGHT PRECISION



Source: <https://www.aopa.org/news-and-media/all-news/2004/november/flight-training-magazine/preflight-precision>

TURN A CURSORY ONCE-OVER OF THE AIRPLANE INTO A PROACTIVE SAFETY TOOL

November 5, 2004 By Dale Smith

Your preflight inspection: Simultaneously it is the most important, yet most underappreciated part of any flight. Important because it is your one and only chance to verify that the equipment you rely upon to keep you up in the air is working. Underappreciated because very few pilots give it the attention that they should. Why?

"Most pilots have never been scared into realizing that their lives literally depend on their airplane's performance," said Bob Doohen, director of aircraft maintenance at FlightSafety Academy. "We've become pretty nonchalant about our machines. We just expect them to work flawlessly all the time, and that includes our airplanes."

Matt Thurber, editor of *Aviation Maintenance* magazine, learned early in his flying career to take advantage of what a good preflight has to offer. "I was a fish spotter spending 12 to 14 hours a day in a Piper Super Cub, [flying] 200 miles offshore," said Thurber, an ATP, CFII, and airframe and powerplant mechanic with inspection authorization. "There was no place to land if I had a problem, so preflights have always been really important to me."

Doohen and Thurber agreed that while most students and private pilots understand the importance of the preflight, many have never been taught how to do it properly. That's the reason Doohen initiated "maintenance briefing" classes for the cadets at FlightSafety Academy in Vero Beach, Florida.

Preflighting 101

Developing the right mindset is key to improving your preflight skills. Thurber believes that most pilots have already mentally "departed" before they begin the preflight. "There is a big difference between the way a pilot and a mechanic preflight an airplane," he explained. "Pilots are optimists -- they are going flying, and nothing is going to get in their way. Mechanics are pessimists -- they approach an airplane thinking about what will they find wrong that will keep them from flying today."

"You almost have to put on a separate hat to do a preflight. Instead of thinking that you don't want to find anything wrong so you can go flying, you need to think that this is your last chance to check the airplane over and make sure it is ready to fly," Thurber continued. "Once you are mentally able to switch gears between the two, you are ready to do a preflight that is going to be much more than just a cursory look at the airplane."

Giving students this "mechanic's perspective" is the goal of Doohen's maintenance briefing courses. "It's a lack of understanding that leads to frustration and cutting corners," he said. "Most pilots just don't really understand what they are looking at and what they should be looking for, so they don't want to waste time doing it. Every pilot should know and understand the major components of the airplane they fly. That way they'll know if something is not right."

You don't have to attend an academy to learn what you need to know about the various systems in order to do a good preflight. The easiest way is to get with your flight school's or FBO's mechanic and ask him or her to walk you through a general review of the various aircraft components and systems so you'll know how to spot a problem.

Until you have a chance to set up your own "maintenance brief," Doohen offered some tips on how you can look like a pro during your next preflight. The first tip is to use the checklist that came with the airplane. You already use it for all other phases of your flight, so why try to commit the preflight to memory?

"A preflight is a visual inspection of the entire airplane," Doohen explained. "But the areas to really concentrate on are the control surfaces, landing gear, engine, and the runup."

Preflighting control surfaces

Everybody gives the ailerons and elevator a cursory push and pull during a preflight. They move; you move on. But do they move in the right direction? Too many accidents have been caused by crossed controls. Also, how do the hinges and connections look?

"As you move the control surfaces, listen carefully to the sound they make," Doohen said. "There really shouldn't be any. If you hear scraping sounds, have a mechanic check it out. There could be too much play in the control cables." (See "Systems Made Simple: In Control," January 2004 *AOPA Flight Training*.)

When you get to the tail, grab hold of the front of the vertical stabilizer and give it a tug. No, it's not supposed to move. And don't just look at the antennas; give them a gentle nudge to make sure they're on there to stay. Who knows, one may have struck a bird.

While you're doing all this, you're inspecting the leading edges and overall condition of the aircraft's skin for dings, dents, wrinkles, cuts, and the like.

Preflighting landing gear

"The landing gear takes a real beating on any aircraft," Doohen said. "I compare a good landing to jumping off an eight-foot ladder. Do that a few times and your feet, ankles, knees, back, and neck will understand what happens to the gear components and airframe." And that's a "good" landing -- ouch!

What should you check? On a fixed-gear airplane, look at the area where the landing gear attaches to the wing or fuselage. Are there any cracks or deformed areas? Do the tires have the proper inflation, or are there any flat spots? (See "Systems Made Simple: Reverse the Gear," p. 50.)

Now step back and look at the way the airplane sits. Is it level on the gear? Does the gear look straight? Thurber shared a story of a student who was preflighting a Cessna 172 and discovered that the previous pilot had apparently landed on the nosegear. "The nosegear was at an odd angle, and we found the firewall was trashed," he said. "If the student hadn't questioned it, there could have been a serious accident."

Preflighting the engine

Rightfully, the engine should get the majority of your preflight attention. The problem is, opening the cowling for inspection is not a realistic option for the majority of training and rental aircraft. But Doohen offers some tips to help you get the most from what you *can* see.

He suggests using a flashlight to look inside the inlets on either side of the propeller. And please, make sure the mags are off. Always treat the propeller with the respect that it deserves. You only have to move a propeller a couple of inches to get the engine to start if the mags are hot, or if a *p-lead* -- the wire that grounds a magneto and prevents it from firing -- is broken.

What are you looking for? "Anything that doesn't look right," Doohen said. "Fresh oil, loose wires or connectors, or parts that don't look the way they should." If there's any doubt, ask a mechanic to come see what's up. Next, look down inside the oil filler/access door and up through the nosegear opening under the cowl. While you're down there, give the exhaust pipe a jiggle -- like the stabilizer, it's not supposed to move, although it may be very hot if the airplane just returned from a flight.

If your airplane has cowl flaps, you can look up inside for oil streaming down or parts hanging in there. Being at the bottom of the engine, stuff will gravitate there. Also, take a look on the ground under the engine -- see any parts lying there?

This all may seem all too simple, but the FAA's accident records are filled with reports of pilots missing one of these obvious signs -- only to learn about it after it was too late.

Airworthy versus flyworthy

OK, so the airplane looks mechanically sound and ready to fly. The preflight's done, right? Wrong. "Most students -- and pilots -- don't understand the concept of basic airworthiness," Thurber said. "It's defined right on the airworthiness certificate that's in the airplane. Every student and instructor should take the time to review it, because there are seemingly simple things that can be wrong with an airplane that can make it unairworthy in the eyes of the FAA."

How simple? How about a burned-out landing light, or a frayed seat belt, or a missing shoulder harness clip. You get the idea. "Students just assume it's all OK if their instructor doesn't say anything, but it's not," Thurber said. "Imagine showing up for your flight test and not having an airworthy aircraft. It's a quick way to get shot down."

Have you ever inspected the maintenance logbooks before a flight? "I tell all my students that before they ever fly any airplane they need to look at the logs," Doohen said. "If the FBO won't let you see them and they don't have a good

reason, find somewhere else to rent." Why are the logs so important? "They're the only way to know if annuals, airworthiness directives, and other inspections are up to date," he said. Without written proof, there's no way to know if the airplane is in compliance with the federal aviation regulations, he said. (See "What Makes Your Aircraft Legal to Fly?" September 2004 *AOPA Flight Training*.) Many FBOs don't keep maintenance logbooks at the front desk, but if you suspect something is amiss, ask to see them. Another source of information is the airplane's *squawk sheet* -- a record of "squawks," or maintenance alerts, made by students and renter pilots.

One last chance to preflight

Everything's in compliance, the engine is running, and we're in the run-up area. We're closer to flying, but the detailed preflight isn't done yet. Doohen stressed the need to do the runup without wearing your headset. "It's one of my pet peeves with all students today," he said. "They put their headsets on before startup and keep them on until after shutdown. With a headset on, you'll never know what your engine sounds like."

So, while you're watching for the expected mag drop, lift at least one of the ear cups and listen to the engine. Do you hear anything that may indicate fouled plugs, exhaust leaks, a collapsed flame tube, a stuck valve, or anything else that isn't "right?" It's far better to catch it now than after the runway is behind you.

"If you know what a good engine sounds like, it's easy to spot a bad-running engine," he added. "All you have to do is listen."

A good preflight begins when the last flight is over

Tying down the airplane after a flight is a good time to begin the next preflight. Check it over for signs of a bird strike or any fresh oil or hydraulic leaks. Were you a bit too heavy-footed on the brakes when landing? That could result in a flat spot on a tire. If so, take a look and don't be embarrassed to tell the folks inside the FBO.

"If there is anything about the airplane that doesn't seem right, it's your responsibility to tell the people who operate it -- even if you think it is your doing," Thurber said. "In aviation there are no 'lost points' for bringing up a problem that you may have caused. Not telling someone won't make it go away, and the bottom line is you want to make sure the airplane is safe for the next person who flies it."

Learning how to properly perform a thorough preflight inspection -- and approaching the task from the perspective of a mechanic -- will help you to assure a safe and uneventful flight. Your instructor, perhaps in conjunction with an aircraft mechanic, can help you to reach this level of proficiency.

Recent Events

Pietermaritzburg Fun Nav Rally - A Qualifying KZN Passport Event

by Cally Eckard



For the first time in 24 years, Pietermaritzburg Aeroclub held a Fun Rally. Frank Eckard, who got his PPL at the club 32 years ago, and was on the committee for seven years, has lots of very fond memories of his years spent there, and was thrilled to set up a rally on his old stamping ground.

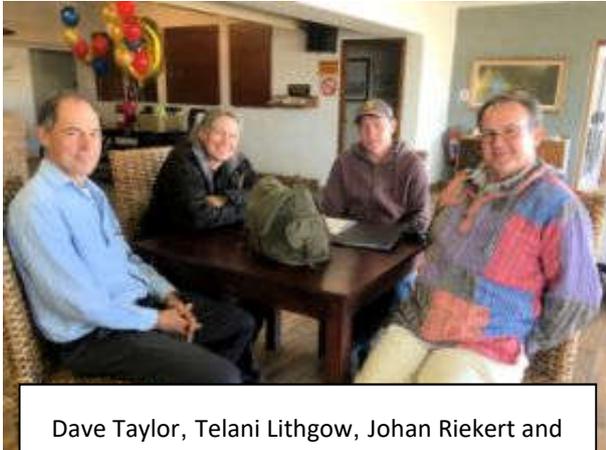


L to R: Curtis Mutambo, Martin Hellberg, Ian McDonald, Dave Taylor, Mike McDonald, Johan Riekert, Chris Nicholson, Frank Eckard

Martin Hellberg, who was Frank's first navigator, and who competed with him in Denmark in 1995, was one of the competitors. Unfortunately the turn-out was low, despite valiant efforts by club Chief Flying Instructor Telani Lithgow, and the predicted weather put some crews off.

Five brave teams eventually took off after a delayed start due to low cloud, and all

received excellent scores, and missed only one turnpoint each – a fabulous feat for first-timers. The route started at a turnpoint near Thornville, crossing the ridge at Richmond, then turned South, joining the Umkomaas and following the valley, then back to Pietermaritzburg via Eston.



Dave Taylor, Telani Lithgow, Johan Riekert and Chris Nicholson



Lara Denton and Adam Winter

Unfortunately for Adam Winter and Lara Denton, they had problems setting their clock, and joined the “One-minute Club” – flying the entire route one minute late. This sadly put them in last place, but taught them a valuable lesson they are probably never going to forget. Chris Nicholson takes part in anti-rhino poaching excursions, so was well-prepared for flying lowlevel VFR, and achieved a fantastic score. Curtis Mutambo, who is working hard on getting his CPL learned a lot of techniques from Martin Hellberg, who was impressed at how much technology has changed the sport.

They all arrived back at the clubhouse begging for another rally to be held soon, and are sure to inspire and encourage other pilots in the area. It would be a great event if surrounding clubs would also get involved, as Pietermaritzburg is quite central in KZN, and has a large flying area.

RESULTS:

POSITION	PILOT	NAVIGATOR	AIRCRAFT	POINTS
1	Chris Nicholson	Dave Taylor	Sling2	384
2	Martin Hellberg	Curtis Mutambo	Cessna 172	507
3	Johan Riekert	Telani Lithgow	Sling 2	579
4	Ian McDonald	Mike McDonald	Cessna 172	625
5	Adam Winter	Lara Denton	Cessna 172	641



1st Place
Dave Taylor & Chris Nicholson



2nd Place
Martin Hellberg & Curtis Mutambo



3rd Place
Telani Lithgow & Johan Riekert

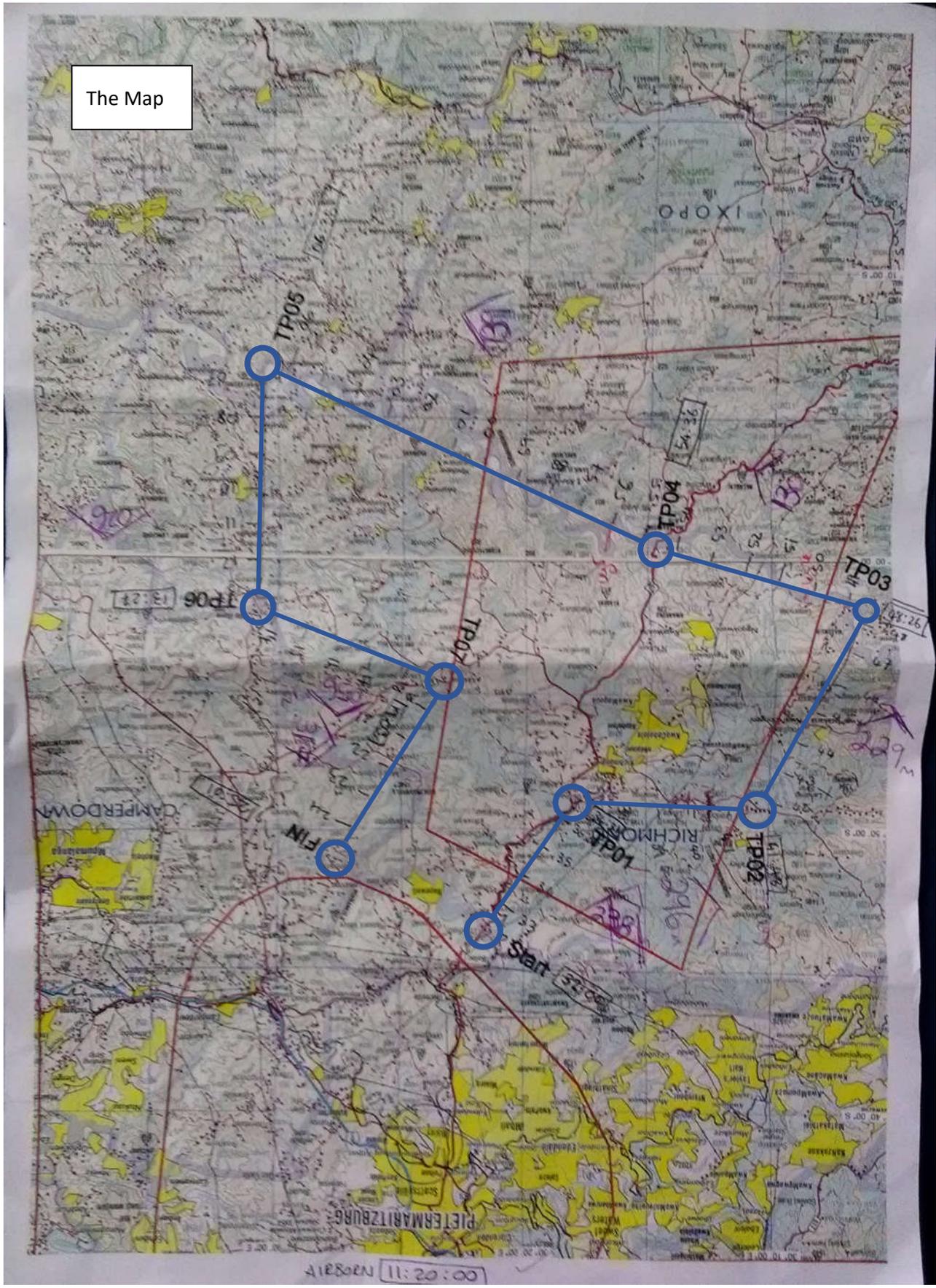


5th Place
Adam Winter & Lara Denton

WhatsApp from Martin Hellberg on the Pmb Aero Club Group 21-07-2019:

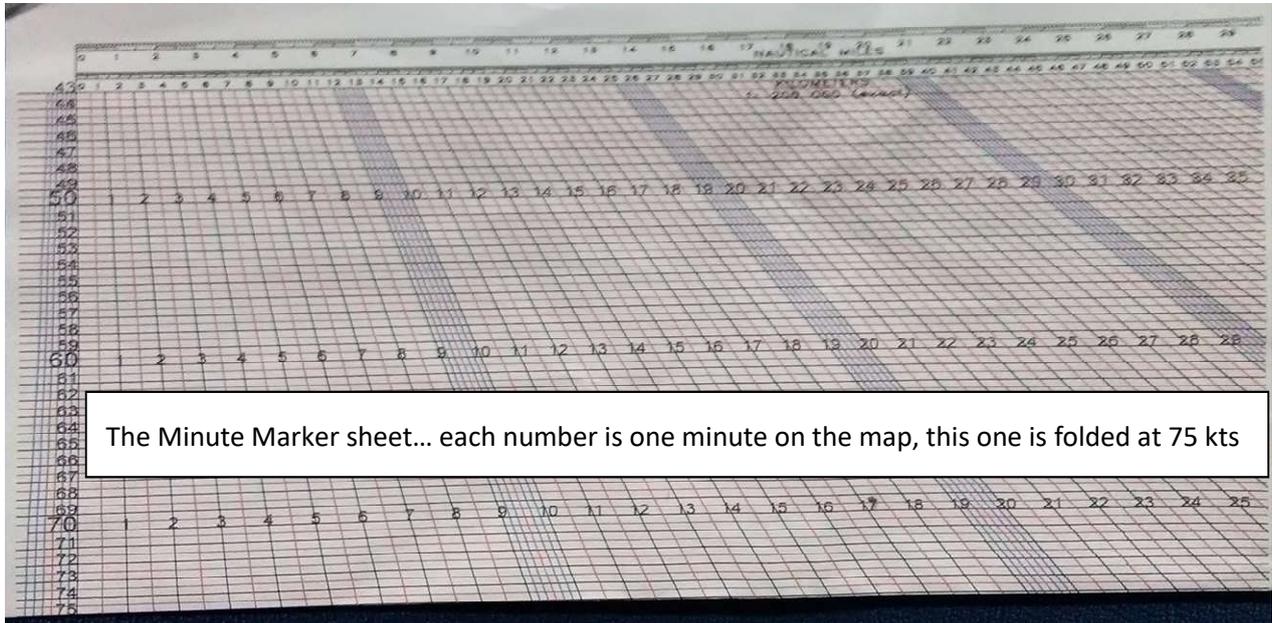
That rally was thoroughly enjoyed by all. Thanks to Telani who not only ensured breakfast was available, but also cooked the eggs and bacon for the hungry aviators. The wind provided an interesting challenge (210/21 on takeoff) and had us, at one stage, wallowing along at about 55 to maintain our nominated 75 kts groundspeed. We were all caught unawares by severe turbulence as we got to the Umkomaas river at TP3 (turning point). The standard of flying and navigation was impressive according to organiser Frank Eckard who has organized about 150 flying competitions, most of them rallies. Typically, first timers receive over 1000 penalty points. The worst yesterday was 641. To quote Frank, even those who came last did exceptionally well. Thanks to Frank & Callie Eckard for taking the trouble

The Map

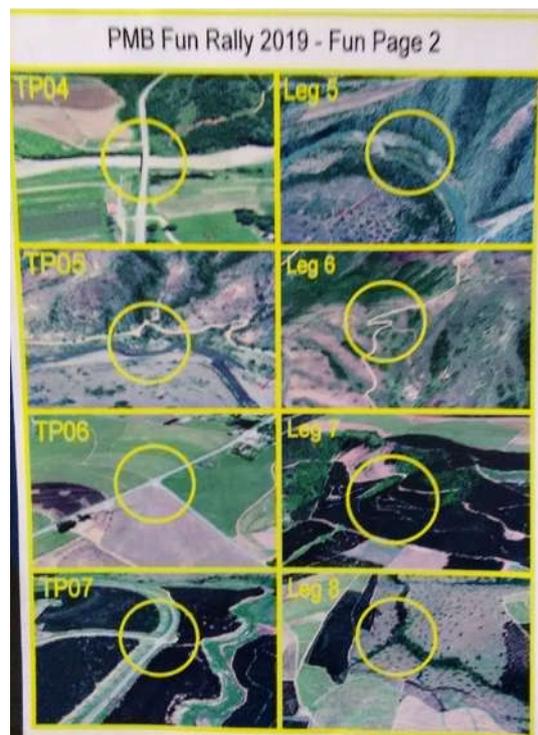


3. We nominated a ground speed, (we chose 75kts) and folded the minute marker sheet on the line corresponding line so we could mark out our route in minutes and seconds. Do

you have any idea how hard it is to keep your ground speed constant with ever changing wind directions?! Starting over the start point at the right time is absolutely vital (we got it wrong and were 77 seconds late.



4. Once you have worked out your direction and time, you have to take off within a very precise time scale. Then it really begins!
5. Now we had to start at the right time, then recognise the turning points. You get given pictures and have to say whether these are right or wrong... You also get given pictures



... of areas that you may or may not pass along the route. The Navigator must give the Pilot directions and call times, and you both look out for the turning points and pictures along each leg. If you see the pictures, you mark them on your map.

SCORING

Scoring is based on both your time over the turning points and your identification of the ground features. You LOSE A LOT OF POINTS for getting the pictures and their position of the map wrong.

IN CONCLUSION

This is a different way to approach navigation. If you have a chance to do this, TAKE IT ! You will be OH SO GLAD you did !

oOo



Collecting points for the KZN Passport Program!! How far have YOU flown??

<https://www.pmbaeroclub.co.za/qe>



SACAA arranges rural school AVIATION CARRERS DAY experience



The SACAA runs a program to expose learners to Aviation. Pmb Aero Club was asked to answer questions about Flight Training and Piloting as a career for the event held on 24 June. Telani Lithgow and Mike Goosen presented the information to the learners, who were exploring the worlds of ATNS, Airlink, Flight Training and Aircraft Maintenance.

Maritzburg College Boys take to the skies



This year Pmb Aero Club has been represented at Kearsney Career Day (which hosts the day for multiple schools), and Maritzburg College. Committee Members contacted the fifty-three leads, and seven College Boys showed up on 28 July for a talk, a trial lesson and a boerrie roll.

There was much excitement, and one of these boys has signed up for Flight Training.

Continuous efforts are being made by the Committee and Staff to expose Pmb Pupils to the joys of Aviation.

oOo

Upcoming Events

Farewell Party for Julie

Julia de Klerk has been working at the Pietermaritzburg Aero Club for 18 years at the Club Secretary, starting on 6 February 2001, and will be ending her journey with us at the end of this month.

She has decided to embark on a new adventure, travelling and working overseas.

We will be wishing her farewell and *Bon Voyage*:

When: Fri 23 August

Time: from 5pm

Please join us for this bring-and-braai farewell. The Club won't be the same without her.

Taking her place in reception is Nick de Wet.



Bring & Braai & Safety Meeting (qualifying KZN Passport Event)

When: Fri 30 August

Topic: Weather and Other Emergencies

Presented by: Brett Mouton

Time: 6pm

Club Comms

New SOLO Student

Mike Goosen (right) bravely launched into the skies 27-06-2019 in ZU-SAA and returned to the plane safely, with a very large grin...

WOOOHOOOOO!! Well done !



Initial PPL

Vic Schröder became a fully fledged flier earning his PPL in ZU-SAA on 14-06-2019 .

GREAT JOB VIC !!

oOo

Fuel Price



Fleet Hours & Hire Rates

All prices are VAT inclusive.

Aircraft	Hire	Dual	Fee per Landing
			Training/ Hire
C172	R 2,100	R 2,503	R 24.85 / R 124.25
Sling 2	R 1,380	R 1,786	R19.40 / R 96.97
Arrow		R 3,591	R 24.85 / R 124.25
TRIAL LESSON:			
	C172		R 1267.35
	Sling 2		R 973.90

Fuel Prices per litre incl. VAT

incl VAT	Aug'18 Rate	Sept'18 Rate	Oct'18 Rate
AVGAS	R21.60	R22.70	R23.20
JET A1	R13.60	R14.50	R15.40
	Nov'18 Rate	Dec'18 Rate	Jan'19 Rate
AVGAS	R22.50	R21.20	R19.90
JET A1	R15.40	R14.00	R13.40
	Feb'19 Rate	Mar'19 Rate	Apr'19 Rate
AVGAS	R19.90	R19.90	R20.30
JET A1	R13.40	R13.40	R13.80
	May'19 Rate	Jun'19 Rate	Jul'19 Rate
AVGAS	R19.90	R22.70	22.60
JET A1	R13.80	R15.00	14.40



Club Aircraft Hours Flown

Aircraft	Hours Flown					
	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019
ZS-KVW	8.6	12.6	15.6	9.1	18.4	8.4
ZS-KNI	10.4	11.1	9.0	5.4	3.3	1.8
ZU-WES	23.3	29.1	9.6	45.9	11.5	0
ZU-SAA	n/a	28.7	34.1	34.6	75.3	43.5
TOTALS	42.3	81.5	68.3	95.0	108.5	53.7

oOo

LOOK WHO POPPED IN !



The FLYING LIONS AWESOME AEROBATIC TEAM popped in for a visit on 1 to 2 June for the Royal Show to perform two aerobatic events!

Left to Right: Rodney Chinn, Sean Thackeray, (Telani Lithgow – hard to tell, but not part of the team), Scully Levin, Arnie Meneghelli



New Club Members:

A warm welcome to our new Members: Nikita Nell, Craig Willment, Mervyn Roberts, Mike Sadowski, Allan Maskew, Mark Perrow, Richard Channing, Bryant van der Merwe and Selwin Hohls; Jonathan Hoatson, Kenneth Phillips and David Govender.

Our aircraft news...

ZS-KVW – C172 ...Cessna 172...

NIGHT RATED

The PPT has been repaired on the pilot side. There is a squeal when using the pax PTT on Com 1. Use Com 2 instead when transmitting from the starboard side.



ZS-KNI – C172 ...Cessna 172...

NIGHT RATED

With "both" selected on the Audio Panel, expect very poor feedback when transmitting. Intercom is fine though. For clear feedback when transmitting, use the "Auto" selection on the Audio Panel only.

When carrying people upfront only, consider using ballast in the tail. About 10kg's should allow a decent flare.



ZU-WES – X333 ...Sling 2... LSA

Our boy is back.... now sporting a ground-adjustable Warp Drive prop! You may notice the CSU unit is still in place, with the little blinking lights cleverly hidden under three blobs of Prestik... this is just while we ascertain that everything is A-OK. Once our confidence has been rewarded with a distinct lack of Lane Light activity, the unit will be removed and the Constant Speed Airmaster Prop Assembly will be sold.

The Airmaster & CSU is expected to fetch between R50,000 to R70,000, and the new Warp Drive prop costs about R32,000. WES's maintenance has cost over R260,000 over the past year, and the loss of

income from down-time has not been calculated into this. There is now hope that WES's problems are behind us, and that he will start doing the Club proud, and earning his keep. A close eye is being kept on him.

Things to note, the new prop is not as fast, expect a TAS of 95 kts (the prev prop gave us 105kts). You have to keep a close eye n the RPM and keep it under 5500 RPM with the throttle. A slight descent will have it revving too high in seconds, so you have to have a vigilant eye and a ready throttle hand.

Another important aspect to note is that the 912iS motor is designed for higher revs. Ideally run it at 5200 to 5450 rpm for continuous power. Running it at 5000rpm causes some sort of mechanical discord that increases the wear on the gearbox, so that it ends up needing replacement every 200 odd hours. This is insanely regular. The 5200 to 5450 rpm range will limit the gearbox replacement to every 500 odd hours. This replacement is under warranty from ROTAX but does not include all the labour. Your assistance in this regard is much appreciated.

ZU-SAA – TCO6 ...Sling 2... PPL ...

NIGHT RATED

SAA has faithfully been filling in a lot of the gaps WES has been leaving. He recently had another MPI, and gearbox change. Although SAA still has a constant speed Airmaster prop, this will not be for very much longer... He will also be undergoing surgery to have the Airmaster replaced with a ground adjustable Warp Drive Prop. This is because, for a Flight School, it makes more sense as the aircraft will be prone to a lot less down time. A stitch in time saves nine, as they say, and there is no intention of repeating WES's problems with SAA.



SEAMS

Love it or hate it, we are dragging you into the 21st Century from next month as far as signing out is concerned. Nick will help you during the week in the front office if you have trouble signing out and in electronically. There will be ONE book for backup...

WHY oh WHY are we torturing you so?

Because :

1. the SEAMS system forces you to complete all the legal requirements for signing out, including W&B calculation, which online is a lot faster than doing it on paper.
2. You can sign in and out on your tablet from the aircraft, or at home if you prefer.
3. The system keeps a track of aircraft hours flown
4. It will stop you from signing out if ANY of the required paperwork is out of date.
5. The system will prevent you from overflying the MPI hours accidentally.
6. It has a SNAG SHEET incorporated for when you sign back in so we can keep a tidy record and see to things timeously.
7. There is an INCIDENT sheet you can fill in if you need it, also on signing in, which the Safety Officer receives by email.
8. The aircraft hours can be seen at a glance for easier management and decision making.
9. The billing can be done a lot faster through PASTEL, taking a minute or two rather than hours of data capture.

Once you have done it a time or two, you will find out it is quite easy. We will be putting up a step-by-step guide to sign in and out.

Everything is only difficult until it becomes easy after all.

oOo



Our Aero Club Committee:

President:

Anthony Grant



Chairman:

Steve Svendsen



Vice Chairman:

Brian Hawkesworth



Treasurer:

Johan Riekert



Committee Members:

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taking care of your future



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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- Combined B190/BE20 Training
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- E120 (Embraer) Training
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Bumper Stickers	R 10	In stock

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Instructors Input

Safety Culture – Mass & Balance – why care about it?

WEIGHT

Aircraft, as we all know, have a MAUW (Maximum All-Up Weight). We have all heard the stories of aircraft being overloaded and still flying, and of new Commercial Pilots being pushed to take off overloaded, so we all know there is a “built in” safety margin, but how big is this margin?

My personal feeling is that unless I am being shot at, I will not take-off until I am very happy it is safe to do so. As a Pilot you are responsible for the safety of the aircraft and ALL its occupants. As such we have to be very comfortable with some uncomfortable scenarios, like asking: what is your weight? And using the important word: “NO” when necessary. This is very hard to do when your boss is older than you and yelling at you that if you do not do this flight, you will never work as a Pilot again. This is when you calmly tell him that if you do do this flight, his prediction is even more likely to come true. When he calms down, he will thank you, and have more respect for you.

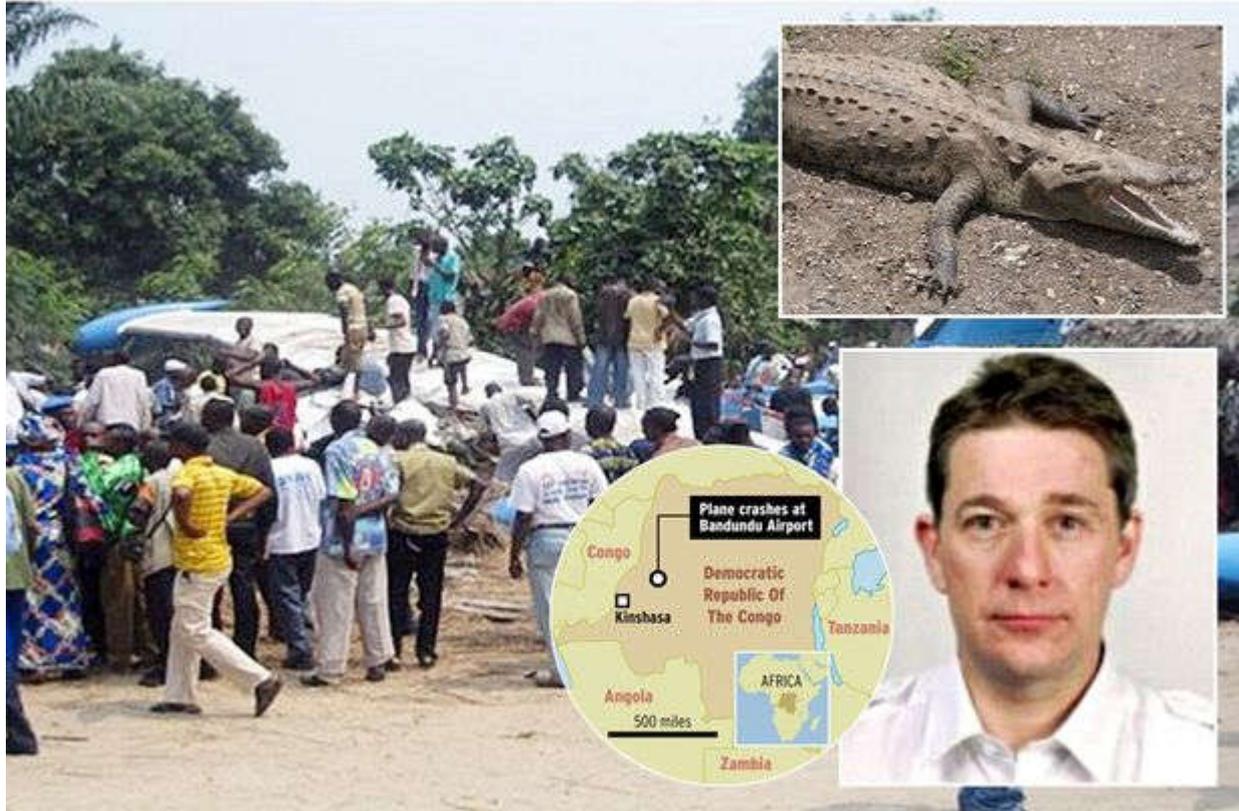
BALANCE

Then there is the balance factor. When your aircraft is out of balance, it means that you will be unable to supply sufficient force on the elevator to get the performance you require in pitch. Ie the aircraft will either not pitch nose up, or nose down, at your command, because it can't. WEIGHT DISTRIBUTION IS VITAL! These scenarios ALWAYS ENDS BADLY. Make extra sure your M&B tallies! Sometimes weight shifts in flight. Here are two real accidents caused by unexpected weight shifts:

Source: <https://www.mirror.co.uk/news/uk-news/escaped-crocodile-caused-plane-crash-3844676>

Escaped CROCODILE caused plane crash which killed British co-pilot, inquest is told

Chris Wilson, 39, and pilot Danny Philemotte were among 18 victims who died instantly on the domestic flight in the Democratic Republic of Congo



A crocodile which escaped in an aircraft cabin may have caused a plane crash which killed the British co-pilot and 18 passengers, an inquest heard today.

The crocodile is believed to have climbed out of a holdall mid-flight and spooked an air hostess.

Panic spread through the packed plane as passengers stampeded towards the cockpit, the hearing was told.

And the forward shift in weight may have made the jet nose-dive to the ground shortly before it was due to land in the Democratic Republic of Congo.

Co-pilot Chris Wilson, aged 39, and pilot Danny Philemotte were among victims who died instantly on the routine domestic flight across the African country.

No cause for the crash has ever been established. But the only surviving passenger claimed a crocodile which escaped from a passenger's sports bag may have caused the tragedy, the Gloucester inquest heard.

Source: https://en.wikipedia.org/wiki/National_Airlines_Flight_102

Boeing 747 Crashes in Afghanistan 2013

National Airlines Flight 102 was a cargo flight operated by National Airlines between the British military base Camp Bastion in Afghanistan and Al Maktoum Airport in Dubai, with a refuelling stop at Bagram Airfield, Afghanistan. On 29 April 2013, the Boeing 747-400 operating the flight crashed moments after taking off from Bagram, killing all seven people on board.

The subsequent investigation concluded that improperly secured cargo broke free during the take-off and shifted to the back of the cargo hold. The change in balance caused the aircraft to pitch up and stall. The shifted cargo also disabled the rear flight control systems, rendering the aircraft uncontrollable and making recovery from the stall impossible.

Investigators also found inadequate federal aviation administration (FAA) oversight of cargo operator procedures and inspector training, as well as unclear responsibility for the oversight of special cargo-handling operations.

National Airlines did not immediately comment. The FAA said it would officially respond within the required 90 days, and that officials have reviewed air-carrier manuals and guidance on cargo loading, operations and other procedures at National Airlines and other cargo carriers.

The NTSB had said in February that it was examining shifting cargo as a possible factor. The plane had picked up the five vehicles at Camp Bastion, Afghanistan, and had taken on 53 tonnes of fuel at Bagram before taking off for Dubai.

Accident

At the time of the crash the airline had been operating between Camp Bastion and Dubai for a month.

The accident flight had originated in Camp Bastion and had stopped at Bagram Airfield to refuel. The aircraft then took off from Bagram's runway 03 at 15:30 local time and was climbing through 1,200 feet



(370 m) when its nose rose sharply. The aircraft then stalled, crashed, and exploded into a large fireball. The crash site was off the end of runway 03, within the perimeter of the airfield. All seven crew, all of whom were U.S. citizens, died: four pilots, two mechanics, and a loadmaster.

A thunderstorm was also in the vicinity of Bagram at the time of the crash and the wind changed direction by 120° during a one-hour period commencing approximately 35 minutes before the crash. A dashboard camera on a car in the vicinity of the runway end recorded the crash. CNN stated that a government official speaking on the condition of anonymity said that the video was authentic.



Aircraft

The aircraft involved was a Boeing 747-428BCF, registration N949CA. It was manufactured in 1993 as a passenger aircraft and later modified for service as a freighter, seeing service with two other airlines before being sold to National Airlines. At the time of the crash, the aircraft was flying on behalf of the United States Air Force's Air Mobility Command.

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Crossword - Pilot Knowledge Challenge – Answers

				F	L	A	P	S	
	N			I			I		Q
C	O	N	T	R	O	L	L	E	D
	R		M				O		M
	M		A				T		
	A				F				
	L		A	S	I		B		
					V				V
	I	N	C	R	E	A	S	E	S
									I

ACROSS

1. These are used to increase lift & drag & improve forward visibility at slow speeds.
2. Class C airspace is what type of airspace?
3. A blocked static port will cause this instrument to under read in a climb.
4. Stall speed _____ with angle of bank.

DOWN

1. This airspace extends from ground to FL650.
2. The aircraft axis about which the rudder causes the aircraft to rotate is called the _____ axis.
3. A SRA will normally be found below a _____.
4. A person who flies an aeroplane is called a _____.
5. The Q code that means your magnetic track to a station.
6. M & B must be re-done at this interval of years.
7. A blocked static port will cause this instrument to freeze at a constant value.

Member's Submission

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!



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