



PIETERMARITZBURG  
AERO CLUB established in 1938

SEPT 2021

# TELSTAR

## NEWSLETTER





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## Flight Training Internationally



Australian Government  
Civil Aviation Safety Authority



The Basic Principles of Flight remain the same no matter where in the world you train. The requirements (hours to earn a particular license & exam structure, medical requirements), differ slightly only slightly, according to the requirements of the country you are training in's Aviation Authority.

If you plan to fly privately or commercially in an aircraft other than a very light one, then you will follow this path:

Private Pilot License (PPL)  Commercial Pilot License (CPL)  Airline Transport Pilot License (ATPL).

**ICAO** - the International Civil Aviation Authority.

When it comes to maintaining an International Standard in Aviation, there is one voluntary association, called ICAO. ICAO works much like the UN (United Nations). They do not make laws, they make *recommendations*. These recommendations tend to be adopted by their member countries, of which they have 193. The member countries may institute stricter limitations should they wish to do so.

If your country is not ICAO Compliant, even as a Member, other ICAO Compliant countries do not allow International flights from your country to land in theirs. They do NOT issue Pilot Licenses but oversee Aviation Law and Compliance in their Member Countries, and are based in Canada. South Africa is a Council Member State.

### Civil Aviation Authorities

Aviation is managed locally by Civil Aviation Authorities.

The FAA (America) and EASA (Europe), are the biggest Aviation Authorities. There are very many smaller Aviation Authorities all over the world.

**EASA** - European Union Aviation Safety Agency make rules and laws like FAA. These guys oversee Europe, the United Kingdom, and some Middle Eastern Countries. They do NOT issue Pilot Licenses themselves, but are the umbrella under which many countries issue their Flying Licenses. These Countries all follow the regulations EASA has in place.

**FAA** - the Federal Aviation Administration, governs the United States of America. Personally, I think they have some very sensible regulations. They are the only country who has regulated that aircraft registered in the USA may be flown in other countries under the country's own pilot licenses.

Other countries say you may only fly an aircraft registered in the country you hold your pilot license, even if it is anywhere else in the world. If you want to fly the same aircraft in another country, you need their foreign license conversion, or convert to their license (lots more written exams) - and an Initial Flight Test.

**SACAA** - South African Civil Aviation Authority. Under both ICAO and EASA, the SACAA control Aviation in South Africa under the Minister of Transport.

Many countries have the CAA suffix to their country name for their Civil Aviation Authority, too many to list here. Canada is under Transport Canada.

**CASA** - Civil Aviation Safety Authority is the Australian government body regulating aviation in Australia.

... there are many more Aviation Administrations. Just Google your country name and "Aviation Authority"

**NOTE, NO MATTER WHERE YOU TRAIN, THE PRACTICAL FLYING LEGAL REQUIREMENTS ARE THE MINIMUM REQUIREMENTS. IF YOU ARE NOT UP TO STANDARD BY THESE HOURS, YOU WILL DO MORE FLIGHT TRAINING HOURS BEFORE YOU ARE RECOMMENDED FOR YOUR FLIGHT TEST.**

Everywhere in the world, flying licenses are fairly similar regarding moving from PPL to CPL to ATPL.

**Step 1: PPL** - Private Pilot License (min 40-45 hrs flight training + exams --> optional ad-ons)

**Step 2: CPL** - Commercial Pilot License (min 150 - 250 hrs flight training, Night Rating + exams --> optional ad-ons)

**Step 3: ATPL** - Airline Transport Pilot License (min 1500 hrs accumulated flight time --> Night, Instrument and Multi engine rated --> optional ad-ons) You build most of these hours while working as a pilot.

There are minor differences only, in some countries, PPL's require 40 hrs minimum training, in others, 45 hours, with the main focus being on competency in handling an aircraft and understanding its systems, and the procedures surrounding the flying environment. CPL's are 200 to 250 hours, (depending on the Country), with some exceptions, (Integrated Courses require less hours), and ATPL's require 1500 hrs of flying, Instrument and a Multi engine rating. Very few people complete their PPL's by 40 or 45 hours, most take between 55 and 80 hours to complete their basic training to an acceptable standard especially when training part time.

All countries have 17 as the minimum age to hold a PPL, but in Canada, for instance, you may fly solo at 14. Some other countries allow solo at 15, and in others, like South Africa, 16.

All exams are basically the same subjects, but some Authorities have you write a 2.5 to 3.5 hr single exam, and others split the exams into individual subjects with exams from 45 mins to 1.5 hours. There is no way to escape studying. EASA and Transport Canada prescribe a minimum number of hours you have to study.

The FAA includes a Night Rating as part of the PPL. It's the only country that does this.

Below is a table of the minimum requirements for PPLs in some sample countries.

AVIATION AUTHORITY	PPL						
	Medical	Dual hrs	Solo hrs	Total min hrs	Flight Test Incl/Excl	Theory pass mark	# of exams
EASA (Europe, UK, some Middle Eastern Countries)	Class 2	25	20	45	Excl	75%	9
FAA (USA)	Class 2	20	10	40	Incl	70%	1
SACAA (South Africa)	Class 2	25	15	45	not specified	75%	8
Transport Canada	Category 3	17	12	45	not specified	60%	10
CASA (Australia)	Class 2	3	10	40	Incl	70%	1

PPL is the first step to the higher licenses, but can be a stand-alone. In South Africa, you may fly any aircraft you have been Converted to up to 5,7 tons. This includes the 9 seater, twin engine King Air! On a PPL!!! Of course, it will take you a bit of time and experience to handle one of these beasts. You may also convert down and fly light sport aircraft. You can add on an Instrument Rating to fly in cloud, and a Night Rating to fly by night. You may just not be paid for your flying skills as a PPL anywhere in the world. To receive payment as a Professional Pilot you need to step up to a Commercial Pilot License.

In the USA, your PPL limits you to 6000lbs (2712kg), and maximum 6 souls on board (including the pilot). So the biggest aircraft you can fly is something like a Baron58.

***BUT WAIT, THERE'S MORE...***

**Weekend Warriors**

The NPL (National Pilot License) and Sport Pilot License and LAPL (Light Aircraft Pilot License), are designed to reduce the cost of flight training. All these license types require less hours flight training, however, you must still reach a minimum safe standard of flying as a pilot, so it usually takes more hours than the minimum requirement to earn each license. These licenses limit you by aircraft weight, usually around 600kg to about 1000kg (depending on the country where you hold the license), including the aircraft weight, fuel weight, your weight, and anything or anyone else you plan to take with. Restrictions on these licenses include some combination of distance from base, height, airspace and passenger limitations, depending on where in the world you train.

There are no short cuts, the work must be done, the experience earned.

# Recent Events

## NEW PPLs!

It's been a busy month !

Sonali Singh ZU-SAA 09/09/2021

Thomas Gibbons ZU-SAA 10/09/2021

Brandon Baker ZU-SAA 12/09/2021



## The Maserati and the Gate

For Simba, who doesn't do things by halves... if you are going to flatten the Airport Gate, use a Maserati !



FRIDAY  
13h53



Please keep my friend's car key, his driver will collect it in an hour or so, I must catch my Airlink flight....



Sure, I am happy to help.



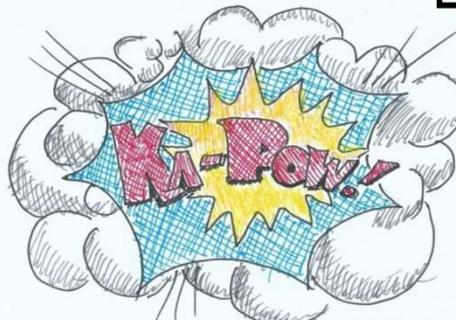
20h57 & NO DRIVER HAS ARRIVED. BEING RESPONSIBLE SIMBA CALLS THE OWNER, OFFERING TO PARK THE MASERATI SAFELY INSIDE THE SECURITY GATE FOR THE NIGHT. THE OWNER AGREES. SIMBA STARTS UP, BUT CANNOT RESIST A SLIGHT DETOUR TO THE PARKING AREA...



UNKNOWN TO SIMBA, SECURITY CLOSED THE BLACK CLEARVIEW GATE



CAMOUFLAGED IN THE DARK NIGHT, HE SAW THIS MUCH TOO LATE.....



SADLY, PRESSING THE ACCELERATOR, AND PULLING BACK ON THE STEERING WHEEL CANNOT TAKE YOU UP AND OVER.

# Upcoming Events at



## SAFETY MEETING COMPULSORY FOR STUDENT PILOTS

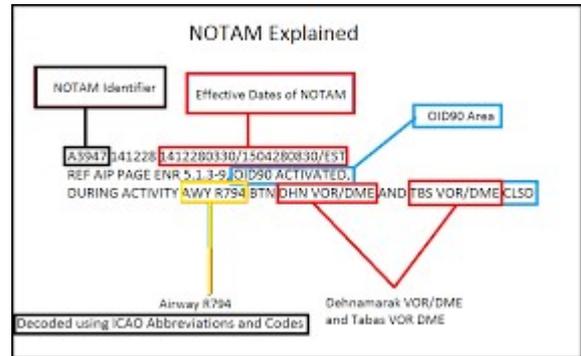
**WHEN** Friday 8 October 2021

**WHERE** Pietermaritzburg Aero Club

**TIME** 1800

**PRESENTED BY** Gavin Shelly

**DETAILS** AIPs, AICs and NOTAMS. Where to find them, and how to read them, and why you should know this as a Pilot.



## HOW TO USE A GPS for PPL's only

**WHEN** Friday, 29 October 2021

**WHERE** Pietermaritzburg Aero Club

**TIME** 1800

**PRESENTED BY** Gavin Shelly

**DETAILS** The Garmin 650 (In KNI)

The touchscreen MGL in SAA, and

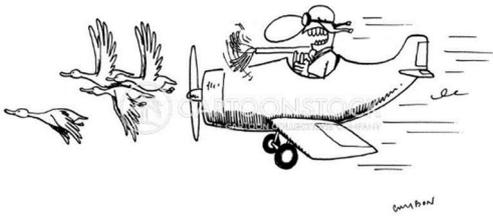
oOo

## AGM

It has been unusual times, with the complete lockdown last year coinciding with the Club's normal Audit Schedule. This year, the Firm Auditing our Financials has been experiencing some challenges, with a merger, a Director passing away, and COVID-19 halting play with staff on sick leave. As a result of the Audit Reports still being in process, the Committee has decided to postpone the date of the AGM to next year.



## SOLO Parties



We have quite a few SOLO students whose spectacular SOLO EVENTS have not yet been celebrated with a SOLO Party. This has been due to both Covid curfews and some other challenges. NO MORE BRAKES! We intend to rectify this now. Excluding the Fridays for our Presentations, we will be celebrating ONE SOLO STUDENT every Friday for the next two months, starting on October the 15<sup>th</sup>. No more group parties... your SOLO is just too “once in a lifetime” to share with another. Get ready to CELEBRATE!! On our list:



Kyle Bezuidenhout  
on the 15<sup>th</sup> of October

Bryan Berkeljon  
on the 19<sup>th</sup> of November



Kevin Wood  
on the 12<sup>th</sup> of November

Barry Cromhout  
on the 3<sup>rd</sup> of December



Ayden Shives  
– date TBA -

Penny Jenkins  
- date TBA -



Richard Goble  
– date TBA -

oOo

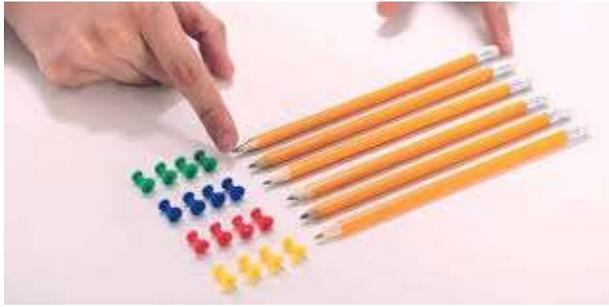
## Club Comms

### Our Aircraft News

As Flying Club Members, we all own the Club Aircraft together. Please treat our aircraft like they belong to you, because they do, and if you are not naturally this way inclined, slip on your acting hat and pretend you are OCD about keeping the aircraft clean and tidy.

Part of AIRMANSHIP, and part of TEAM PLAY, and part of SELF RESPECT, and part of your POST FLIGHT is to clean up the aircraft after your use. This means REMOVE:





- your cooldrink bottles
- your cans
- your snack packets
- your dirty oil rags
- your mystery tissue paper, ETC.

We expect you to FEEL COMPELLED to clean up after yourself. Very few people like tidying up, unless you are inspired by Marie Kondo. Do it anyway.

## ZS-KNI – C172 ...

Be careful regarding hard braking in KNI as she is prone to a nosewheel shimmy. Remember to put ballast in the back if you are one or two up, in front, especially with lots of fuel as she tends to land very flat. With one big or two medium sized passengers in the back seat, you no longer need the ballast behind the back seat. Presently the starboard shoulder harness holder for the front seat is missing. We are searching for it, and implore all pilots to take special care not to break tender parts off our Club aircraft.

## SLING UPDATE

### ZU-SAA ...PPL Sling 2...



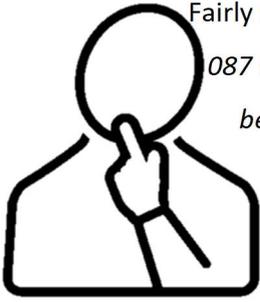
All is well with ZU-SAA, and he remains our stalwart ship. Oh wait... this just happened... Yep, in the all-powerful hand of our gentle CFI, the switch snapped in two as she flicked it up for a night recency flight. This will be repaired with urgency. SAA is serial number 093.



### ZU-WES – Light Sport...Sling 2...

WES, is still away on his adventure at TAF, undergoing major surgery. He is being converted from a 912 IS to a 912 ULS, which we have been told should correct all our problems. We are in the process of hurrying up and waiting. We are expecting him back in the first week of October.

In spite of all this, the Club has been breaking even to turning a very small profit on the flying front since the Slings have been in the game. Before them, the fuel was supporting the flying. Lets hope that in the foreseeable future, we may have enough from flying to offer a Club Bursary, (or reduce flying hire rates).



Fairly new information: *Allegedly it is a bad idea to purchase a Sling with a serial number 087 and below, so if you buy one, a little bird twittered that from sn 088 and up, you will be a much happier aircraft owner. WES is sn 061, and was the 912iS prototype. When he had been Club owned for 4 years, he had spent one year and four months in maintenance. That number has increased now. We are praying those maintenance days will be over when he is back.*

## The Swimming Pool

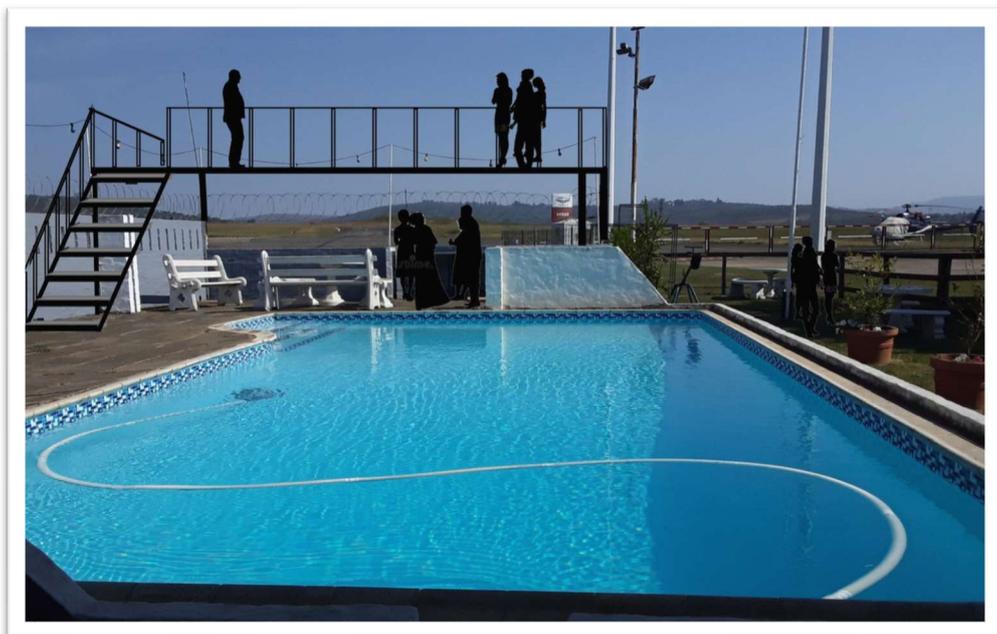


The Club swimming pool has been a little the worse for wear for a while now, but when it started leaking, the planned new wooden deck /roof over the braai area was forfeited to repair the pool.

It looks like new now! We hope you like it.

If any Club Member is willing to donate towards building the wooden deck set on a metal structure over the built-in braai area, (which was donated by Lucio Santoro), we are sure ALL the Club Members would love it, as not only would it protect the braai area, and provide a roof for shade and drizzle, it would also provide a viewing deck to observe landing and departing aircraft so, oh so much better!

Here's a basic sketch of the concept....



## Ladies Bathroom Upgrade



On behalf of all the ladies who frequent the Club, a VERY big thank you to Kelly, (our new Julie), for taking the initiative to improve the Ladies bathroom. It looks “finished” now, with the pipes in the one loo closed in, proper accent walls in a confident grey to contrast with the clean white. The outdated tile mirrors have been replaced with beautiful wooden framed mirrors, and an accent plant to bring in a touch of green. You have a magic touch Kelly.

## Club Security Notice

Members, and friends, please make sure you CLOSE THE BOOM when parking, and CLOSE THE GATE when entering or exiting the Clubhouse on WEEKENDS. This will save us putting a spring on the gate to auto close it, which would be annoying during the week!

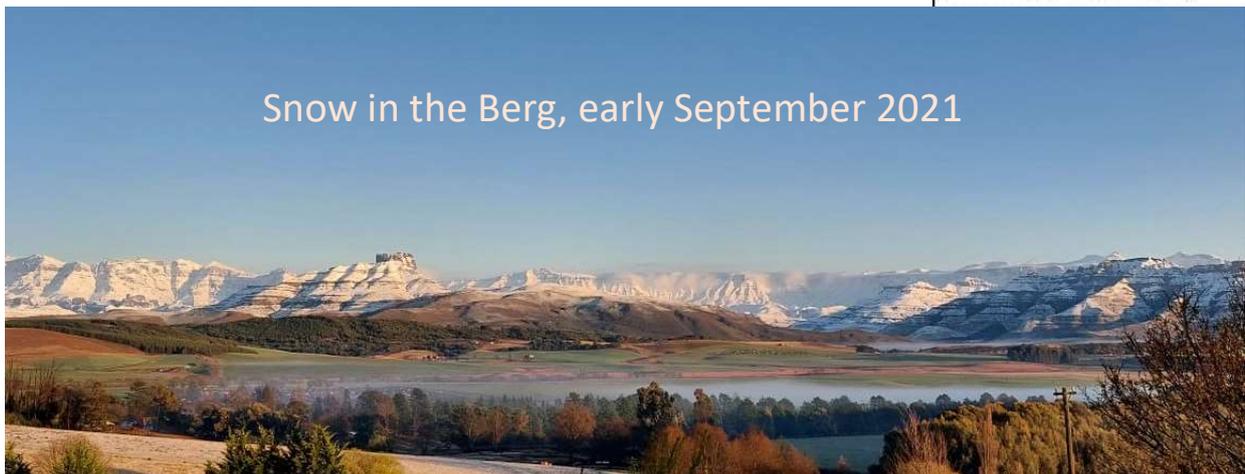
The pin to enter the Clubhouse is the year the Club was established followed with a #

The number to enter the parking area is 079-929-3726 for the Boom Gate. Please dial to open, and again to close, and make sure you can see the boom when doing so to avoid closing the boom on someone’s car!

The boom gate *will not work* if your number hasn’t been loaded. Contact Telani or Kelly to get loaded up.



## Snow in the Berg, early September 2021



## Fleet Hours & Hire Rates

Fleet hours 2021 are:

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
KNI	24.2	35.1	23.0	25.6	17.6	8.9	54.2	7.2
WES	n/a	n/a	n/a	21.3	51.2	2.5	n/a	n/a
SAA	7.2	46.1	47.0	38.1	55.1	71.1	43.7	55.6
	31.4	81.2	75.2	85.0	123.9	82.5	97.9	62.8

AIRCRAFT HIRE RATES effective 1 April 2021:

All prices are VAT inclusive.

C172 → R2200

SLING 2 → R1610

INSTRUCTOR FEE per hour → R402.50 (flying and briefing)

Trial Lesson prices:

Sling 2 – R1070 | C172 R1313



A BIG thank you to Gary King who donated this Sennheiser headset to the Pmb Aero Club.



## Fuel Price

### Fuel Prices per litre

incl VAT	Jan 2021 Rate	Feb 2021 Rate	Mar 2021 Rate	Apr 2021 Rate	May 2021 Rate	Jun 2021 Rate	Jul 2021 Rate	Aug 2021 Rate	Sep 2021 Rate
AVGAS	17.40	19.20	22.00	21.70	21.50	21.20	22.00	22.70	22.70
JET A1	12.30	12.70	13.80	14.10	13.90	14.10	14.60	14.60	15.10



### Pilot refuelling

Self-service coffee/tea & filtered cold water available at the Club for Members and Guests, on the house. Toasted sarmies available on order from Monday to Friday from 08:30 to 15:30.

Toasted sarmies R20, chips small R15, chips large R20, and mince on toast R15, mince on toast with an egg on top R20, Toasted sarmies are chicken mayo, or any combination of ham, cheese and tomato.

**President:**

**Anthony Grant**  
PPL



**Chairman:**

CPL  
**Steve Svendsen**



**Vice Chairman:**

PPL  
**Brian Hawkesworth**



**Treasurer:**

PPL  
**Johan Riekert**



**Committee Members:**

PPL  
**Lucio Santoro**



SPL  
**Mike Goosen**



CPL  
**Mike Agnew**



CPL  
**Adam Winter**



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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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- E120 (Embraer) Training
- JS41 training Training
- BE9L training
- B350 training

Visit us at <http://www.gryphonflight.co.za/>

For more info or to book, call Anton Rousseau on 082 562 5060 - or email; anton @gryphonflight.co.za

## SABRE AIRCRAFT



In terms of LSA training aircraft, we represent the Czech manufactured ALTO TG and Polish JK-05 and Topaz LSA variants. Although not actively marketed given the high cost of advertising in a very depressed market, we remain confident that even with our worsening exchange rates they all still represent excellent value in terms of performance and cost against anything produced here in SA.

The JK-05 and Topaz have also both been type approved by our CAA.

The ALTO is both available 'ready to fly' or with matched hole technology in either 50, 75 or 100% complete 'kit form'

The ALTO can also be optioned to tow gliders - for which the factory will facilitate the required equipment should there be a need to offer this service.

To learn more our website is at [www.aircraftafrica.co.za](http://www.aircraftafrica.co.za) and the manufacturers [www.directfly.cz](http://www.directfly.cz) or [www.ekolot.pl](http://www.ekolot.pl).

Contact

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Lincoln Meade, Pietermaritzburg  
Kwa Zulu-Natal



## Instructor's Corner – VFR departure clearance explained

It can be daunting when Tower rattles off a departure clearance that you are not prepared for. Starting your flight "on the back foot" is never much fun. So here is what to expect from Tower, and under what circumstances your departure clearance will differ.

Tower will only ever give you one of three things, or any combination of the following:

Clearance

Instruction

Information

A **CLEARANCE** is preceded by the words "(your call sign) is cleared ....."

An **INSTRUCTION** is when they tell you to report at a position, this will be either a height or a spot on the earth. They might ask to report at whichever point you reach first.

**INFORMATION** is when they tell you about weather or other aircraft.

Let's say you want to fly from point A to point B. Point A is in a CTR (Class C airspace) and point B is in Special Rules Airspace, and is unmanned, but you want to fly in the TMA, above the Special Rules area, where you will talk to Approach. (Don't know what I'm on about? You need to complete the [Restricted Radio Course](#) to be put in the picture !)

There are two ways you can ask Tower for departure:

Start up and call for taxi for your flight. This way you will definitely first be routed BELOW the TMA, and will have to call Approach for your climb after you are airborne and out of the CTR.

Request start, or request OFFICIAL start. This gets Tower to alert Approach that you want to climb straight into their airspace. Depending on their inbound traffic, you might be allowed to climb straight up to your chosen Flight Level without a step, or have your climb delayed. The difference between Requesting START and requesting OFFICIAL START, is for the former, you just have your Master and Avionics on, and are running purely on your battery while calling Tower and waiting for their response. When you request OFFICIAL START, you have started your engine, and have activated your battery charging system, so you are not depleting your battery while you wait for them to call you back for start, but you are burning a little fuel, and warming up your engine.

Here's an example of how you ask:

Make contact: "Pietermaritzburg Tower, Student ZU-SAA"

Tower: "SAA, Pietermaritzburg Tower, go ahead"

Communicate "Request official start for a flight as per flight plan to Greytown, Flight  
what you want: Level 75 on request"

Tower: "SAA standby"

You wait for Tower to come back to you....

Tower: "SAA, official start approved, taxi holding point Alpha, QNH 1016, report  
ready for departure."

You should know what to say from here.

Somewhere along the line you will be asked if you are ready to copy your after departure clearance. If you respond "Affirm" then be ready with a pencil and paper, or a Chinagraph pencil and the Perspex window. (I use Chinagraphs / China Markers on my laminated maps and on the cockpit window. Easy to use, easy to read, easy to rub off.)



A standard VFR departure from Tower will go something like this:

Example

Aircraft Callsign [Zulu Uniform-Sierra Alpha Alpha](#)

Cleared take-off [Cleared take-off](#)

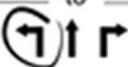
Runway {rwy number} [Runway 16](#)

Surface wind {the wind and direction} [Surface wind south easterly at 10kts](#)

After take-off turn {left / right/ continue straight} [After takeoff left out](#)

Report {at a spot & at a height, or not above [Report Northdale Ridge not above a height](#)} [5000ft](#)

Squawk {...} [Squawk 5242](#)

<b>AFTER DEPARTURE CLEARANCE</b>	
(Callsign) <u>ZU-SAA</u>	
Cleared <u>t/o</u>	to _____
After t/o rwy <u>16</u>	
Climb to FL Alt _____	
Contact _____	Approach (frequency) _____
Report <u>Northdale Ridge</u>	<del>passing</del> <u>5000</u> ft
Squawk <u>5242</u>	

The stripe above 5000 indicates below 5000 ft (left).

You may be given your Squawk with

this departure clearance, or before, or after take-off.

You will also be told, somewhere along the line, to call Approach for further climb.

Even if you call for start, you are not guaranteed to be cleared directly into the TMA. It all depends on the traffic and the Approach Controller.

If you DO get cleared straight into the TMA, your after departure clearance will sound more like an IFR departure clearance. Like every departure clearance it is pretty standard so you can have a notepad ready with to complete the clearance.

Here is an example: Tower clears you:

Aircraft call sign [ZU-SAA](#)

Cleared x to y [Cleared Pietermaritzburg to Greytown](#)

After take off Rwy {...} [After take-off Runway 16](#)

Left hand out {or right hand out, or ahead} [Left hand out](#)

Climb to Flight Level {...} [Climb to Flight Level 75](#)

Contact {whichever} Approach [Contact Durban Approach](#)

on {frequency} [on 125,75](#)

passing {height} [passing 5000 feet](#)

Squawk {...} [Squawk 5242](#)

Then you repeat this, word for word (that's why you write it down)

AFTER DEPARTURE CLEARANCE	AFTER DEPARTURE CLEARANCE
(Callsign) _____	(Callsign) <u>ZU-SAA</u>
Cleared _____ to _____	Cleared <u>Pieter</u> to <u>Greytown</u>
After take off Rwy _____ <b>16</b>	After take off Rwy <u>16</u> <b>16</b>
Climb to FL Alt _____	Climb to FL Alt <u>75</u> <b>75</b>
Contact _____ Approach (frequency) _____	Contact <u>Durban</u> Approach (frequency) <u>125,75</u>
Report _____ passing _____ ft	Report _____ passing <u>5000</u> ft
Squawk _____	Squawk <u>5242</u>

Then Tower says:

["Readback correct"](#)

["SAA cleared take-off runway ONE SIX, surface wind WUN SIX ZERO degrees at TEN knots"](#)

Only now are you cleared for the take-off. Read this back, then take off.

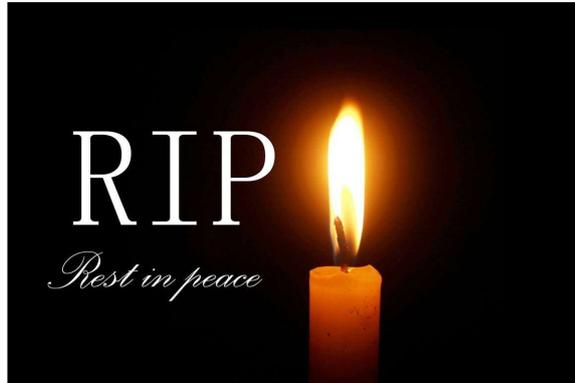
Preparing this makes it a whole lot easier.

Hope this clears things up, if you had any doubts!

## Member's Submission

Please email your contribution - anything related to aviation or the Pmb Aero Club, to [telani@pmbaeroclub.co.za](mailto:telani@pmbaeroclub.co.za) for inclusion in the Telstar.

RIP – by Steve Svendsen



**RIP**  
*Rest in peace*

With great Sadness we report the death of Alf Paterson who many of us will remember from Pacair, where he had his engine overhaul facility and in recent months at Oriibi Flying services. Alf was on the Pietermaritzburg airfield for more than 35 years and had been in aviation as an engineer for close to six decades.

On behalf of the Pietermaritzburg Aero Club and aviation community our sincere Condolences to his family.

He will be missed

Rest in Peace Alf 🙏

oOo



Some truth in life are  
hard to accept.  
Your memories will never  
be forgotten!

*Rest in Peace!*

RIP – by John Campbell

Another shock is the sad news of the passing of Miles Johnson .

Miles learnt to fly at the Club in about 1980 with John Hoskins and Mel Barker . He farmed in the Nottingham Road area at the time .

He soon bought his first, aeroplane , the former Parks Board Cardinal , ZS - NPB .

As a brand new instructor, I , along with Ginger Skinner , helped Miles attain his CPL and Instrument Rating . He flew for many years as a relief pilot for the Parks Board .

In the early eighties, Miles , along with Arthur Shaw , was instrumental in founding the Howick Flying Club and establishing the Howick airfield.

Miles upgraded to a Cessna 210 and owned two of these aircraft. He loved the bush and wildlife . He went on many flying adventures beyond our borders into parts of Africa from where he originally hailed .

Miles was a loyal friend who always had a cheerful greeting and time for a chat .

He had a refreshing no - nonsense approach to life .

He was a member of our Club for over forty years and will be truly missed .

## Aero Club Shop



**Soft, comfortable** 100% Cotton Polo shirts, peak caps, softshell jackets, pilot shirts, epaulettes, Club ties, and more!

### Branded Clothes:

Softshell Jackets -rain resistant (Men)	R 750	In stock
Softshell Jackets -rain resistant (Women)	R 750	In stock
Pmb Aero Club Golf Shirts (Men)	R 360	In stock
Pmb Aero Club Golf Shirts (Women)	R 360	In stock
Pmb Aero Club Peak Caps	R 100	In stock
Pmb Aero Club ties	R 35	In stock
Pmb Aero Club Jersey	R 260	In stock
PAC Pilot Shirts (white)	R 250	In stock

Pilot Logbook (large)	R 315	In stock
Fuel Tester	R 215	In stock
Pmb Aero Club Wings	R 300	In stock
Epaulettes	R 50	In stock
Headset bag	R 299	Made to order
Durban Maps – laminated one side for easy folding: 1:500 000 & 1:1 000 000	R 75	In stock

**Books:**

PPL – by Jim Davis	R 130	Out of stock
The Air Pilot’s Manual – by	R 700	Out of stock

**Avex Study Notes for PPL:**

Principles of Flight	R 230	In stock
Navigation	R 235	In stock
Meteorology	R 270	In stock
Human Performance	R 225	In stock
Flight Performance	R 230	In stock
Aircraft General	R 280	In stock
Airlaw	R 170	In stock
Radio Handbook – Dietlend Lemp	R 230	In stock
Aero Club PPL Bag	R 340	In stock

**Nav Tools:**

Square Protractor	R 215	In stock
Ruler	R 200	In stock
E6B Whizz Wheel	R 310	In stock
CX2 Pathfinder	R1,400	Out of stock
Aircraft Checklist	R 35	In stock
Kneeboard	R 380	In stock
First Lesson Brief	R 35	In stock
Bumper Stickers	R 10	In stock
Remove before flight keyring	R 70	In stock

**NOTICE**

The SACAA Examination office and all ATOs exams centres will close from the  
17 December 2021 at 16:00. (end of business)

SACAA Exams office will resume exams from the 10 January 2022 at 08:00

“The desire to fly is an idea handed down to us by our ancestors who, in their gruelling travels across our trackless lands in prehistoric times, looked enviously on the birds soaring freely through space, at full speed, above all obstacles, on the infinite highway of the air.”  
- Wilbur Wright



Photo by Iain Rennie

Until next time, happy flying!



Telani Lithgow

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