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The Editors

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## From the Front Desk

### From Jan-Hugo – CFI

He is preparing for a CAA annual audit so will say his piece in the next newsletter.

### From Hilda in Accounts....

Statements have been sent out, so if your account has a balance due please settle asap.

Year End is coming up and we would like to have everything up to date.

### From Nicole in Maintenance....

Hi All, as you have seen PIA is not on the books at the moment, the engine has been sent to Joburg to be re-manufactured and she is also getting a face lift, so will be back. A new radio will be installed in KKC.

### From Bev in Reception...

Hello everyone, you will notice a few WELCOME changes at the club. The new bathrooms are now in use, we will let you know when all changes are completed for the ribbon cutting ceremony.

#### I have two requests

1<sup>st</sup> is for all pilots to please make sure you fill in the correct details on the flight folio and that those details match the figures on your generated computer invoice.

2<sup>nd</sup> is to make sure you select the correct payment method to your instructor, if you are flying with one.

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## Safety

### FROM THE TOWER SIDE

#### When is it too close?

There you are, flying in your 2 or 4 seater aircraft or helicopter on downwind or base, you have the airliner that is on final in sight. ATC tell you to cross behind the airliner and to be careful of the wake turbulence.

Knowing that wake turbulence descends, you stay at an altitude the same or higher than the airliner. You also want to impress your passengers with your flying skills and as well show off to the passengers of the airliner. Your passengers thinks you are awesome and wave to the airline passengers that is sitting wide eyes and open mouths, pointing at you, supposedly saying, wow, look, they are flying on their own as you pass each other less than a 1 000ft to spare.

There is the airline pilot concentrating on the final part of the landing. He vaguely hears the tower ATC telling him about an aircraft or helicopter in close proximity of his aircraft and that it will cross behind him. Then, suddenly his ACAS machine throws a tantrum with all bells and whistles going off to warn him of traffic that's too close for comfort to its or his liking! He also hears a faint noise coming from the back behind the closed cabin door that sound like passengers screaming.

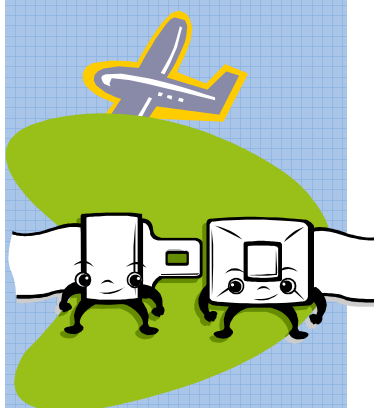
He look around to see where the offending traffic is, taking his eyes and mind off the runway and his instruments. Finally located you, reverting back to concentrate on flying the approach, he suddenly sees that he is too high and too fast to make the landing a successful one.

This may sound a bit overboard, but this type of scenarios does happen at Cape Town. Numerous times we had airliners put in a complaint of traffic crossing too close behind them when they are on final. Whenever you are instructed to cross behind the e.g. B738 on final, be a good sport to not try to exchange paint. Also always be on the alert of that witch with the unseen veil following every aircraft, called wake turbulence. The larger the aircraft is, the bigger the veil.

For wake turbulence, cross behind an aircraft above its flight path and if you cannot do that and terrain permitting, cross at least 1000 feet below. These vortices tend to descend at approximately 300 to 500 feet per minute during the first 30 seconds. And not to scare the airline pilot or trigger the ACAS in the aircraft, cross at about a 1000ft or more behind them.

Happy Landings!!

Peter Rau



## Achievements For Jan to May 2011

DATE	STUDENT	ACHIEVEMENT	CT / FK	A/C	INSTRUCTOR	EXAMINER
<b>AUG 10</b>	<b>MATTHEW HARRIS</b>	<b>PPL</b>	<b>FACT</b>	<b>SAS</b>	<b>K. WHITTAKER</b>	<b>A. V.D. MERWE</b>
07/01	FLORIAN HAEFLIGER	PPL	FACT	KKC	I. FLETCHER	J.H. BRINK
26/01	SAREL TERBLANCHE	CPL	FACT	KSS	B. POULTER	A V.D.MERWE
28/01	PIERRE MYBURGH	INSTRUCTOR GR II				D. LEMPP
30/01	ALDO BEZZICHERI	NIGHT RATING	FACT	KBK	T.TOAY	B. POULTER
07/02	JUAN ROBERTS	PPL	FACT	KKC	M. SMIT	K.WHITTAKER
10/02	NIK LLOYD-ROBERTS	CPL	FACT	KSS	B. POULTER	A V.D. MERWE
07/02	CHRIS EASTES	NIGHT RATING	FACT	KBK	T. TOAY	B.POULTER
02/03	NEAL M	INSTRUCTOR GR III	FACT	SAS	B. POULTER	N. FALLENGOED
07/02	CHRIS EASTES	NIGHT RATING	FACT	KBK	T. TOAY	B. POULTER
14/02	HEIN MYBURGH	PPL	FACT	KBK	P. MYBURGH	K. WHITTAKER
26/03	JULIAN PEDRO	PPL	FACT	KKC	I. FLETCHER	J. H. BRINK
26/03	JEHANN ALLIE	PPL	FACT	KKC	I. FLETCHER	P. ERASMUS
08/04	NATASHA AEBERHARD	1 <sup>ST</sup> SOLO	FAFK	KBK	I. FLETECHER	B. POULTER
14/04	YUSUF ALLIE LUTTOO	1 <sup>ST</sup> SOLO	FAFK	KFV	M. KLEINHANS	P. MYBURGH
15/04	TIANA DITNER	INSTRUCTOR GR III	FACT	KBK	P. ERASMUS	J. POCOCK
18/04	DAVID WILSON	INSTRUMENT RATING	FACT	APT	K. WHITTAKER	G. HUMAN
18/04	JONOTHAN BAPTISTA	CPL / IF	FACT	KSS	K. WHITAKER	G. HUMAN
28/04	IAN FLETCHER	INSTRUCTOR G II	FACT	KSS		J. POCOCK
01/05	RANJIT GAIND	1 <sup>ST</sup> SOLO	FAFK	SAS	T. RUSSELL	P. ERASMUS
03/05	SARAH MUCHWE	CPL	FACT	KSS	B. POULTER	J. POCOCK
16/05	MARC ALPERSTEIN	1 <sup>ST</sup> SOLO	FAFK	KFV	M. SMIT	J.H BRINK
20/05	NAEEM LOGDAY	1 <sup>ST</sup> SOLO	FAFK	SAS	K. WHITTAKER	J.H. BRINK
25/05	MASARU KINGMAN	1 <sup>ST</sup> SOLO	FAFK	KFV	K. WHITTAKER	B.POULTER

## COURSE DATES FOR 2011

COURSE	Evenings	DATE
METEOROLOGY R550	4 (Tues & Thurs)	Session 1 - DONE Session 2 - DONE Session 3 - Aug 18,23,25,30
Human Factors R350	3 (Tue & Thurs)	Session 1 - DONE Session 2 - DONE Session 3 - Sept 1,2
Engines & Airframes R800	5 (Tues & Thurs)	Session 1 - DONE Session 2 - May 24,26,31 & June 2 Session 3 - September 8,10,15,17
Radio R1200	8 (Tues & Thurs)	Session 1 - DONE Session 2 - June 7,9,14,21,23,28,30 Session 3 - Sept 22,29. Oct 4,6,11,13,18
Flight Planning R550	(Tues & Thurs)	Session 1 - DONE Session 2 - July 5,7,12,14 Session 3 - Oct 20,25,27 Nov 2
Navigation R1100	(Tues & Thurs)	Session 1 - DONE Session 2 - July 19,21,26,28. Aug 2,4,11,16 Session 3 - Nov 8,10,15,17,22,24,29 Dec 1



## Precision Landing Competition

Cape Town Flying Club was abuzz with people early Saturday morning before sunrise. Drinking coffee and pre-flighting to pop over to Stellenbosch for the Western Province Provincial Landing competition 2011.

Thankfully the fog of last week had disappeared and the zone was clean and fresh and VMC.

A quick briefing at 8.30 and the competition was on at 9 am.

It all ran very smoothly thanks to the organizational skill of Tony, Jaco, Jacques and all the helpers.

The 4 landings for the morning's session consisted of a normal landing followed by a power off landing. The 3<sup>rd</sup> was a power off no flaps and the 4<sup>th</sup> was a normal landing over an obstacle. The obstacle being a rope strung across the runway with triangular flags on it, 2 m off the ground.

Obviously the idea was to land on the 2m wide white strip painted on the runway. Some pilots made it look so easy, getting numerous "Bingo's" while others found it rather challenging. The latter, like myself, more accustomed to being happy to just land the plane anywhere on Cape Town's "rugby field" runway. So besides being great fun it was also educational. Oh and some battled to even find the runway, let alone land on the white stripe. I can see lots of practicing happening before next year's event.

Unfortunately the wind changed direction so the afternoon's repeat of the schedule was called off and we were judged by the morning only.

Congratulations to Erick Gerber who won the trophy with Marco Nel and Vossie Vosloo in second and third spot.

Warren Hayward won the Sportsman's class, with Louwrens Marais and Amir Al Shaalame second and third.

It would appear that local knowledge played a part in the results, so I'm sure Stellenbosch is going to see a lot more of CTFC planes doing touch and goes onto the bingo box on their way home.

CTFC is planning to hold a more informal competition in 6 months time so we can get some more practice before challenging Stellenbosch again next year for the trophy.

Thanks once again to all the participants, organizers and helpers and the FASH galley for making it such a great event.

**David Barnes**



Rafi Weiner  
Steve Davies  
Aldo Bezzicheri  
Alexia Michaelides



Martin Heneck or Steve Davies





It was a fast and furious drive out to Stellenbosch, I didn't want to miss anything, unfortunately that did not include the speed cop on the way there. On reaching the vicinity of the aerodrome I could already see the ducks lining up on downwind and had to remind myself that I was still driving and could not just stare longingly into the sky. Finally the wait was over and I crept towards the "landing zone" in time to witness a rather less than glamorous attempt at, well I think a touchdown would be apt, by a pilot who shall remain nameless for fear of reprisals. All in all I was impressed, entertained, scared and amazed by what I saw. The whole competition looked well organized and professionally run. I must say though it looked easy, but then such is everything when viewed from the armchair. Seriously though, respect to the pilots who in difficult conditions didn't fail to impress. I'm keen for next year and a shot at redemption for our club!

Neal McEwen – GrIII Instructor

Keith Whittaker or David Wilson



Vossie Vosloo



David Barnes



Nick Russell



Erick Gerber



THE TROPHY





## WEEKEND AWAY

### KAGGA KAMMA

At our year end function last year, Albert vd Merwe was fortunate enough to win the 2 night stay at Kagga Kamma. Despite howls and accusations of prize-rigging, Albert graciously accepted the prize and it didn't take long for me to remind him that even though his number won the prize, it was I who had paid for the tickets. I was instantly invited to join him and we booked to go the first week-end of January. We chose the hottest week-end in history, and by the time we arrived at Kagga Kamma on the Friday afternoon, the temperature had peaked at 42 deg C. We raced through check in straight to the swimming pool where we remained, like two hippos, until dinner time.

Despite the heat, we had a glorious week-end. After dinner on the first evening with Hein de Waal, we were treated to "star gazing" through a powerful telescope, with explanations from a very knowledgeable guide. For me, this was one of the highlights of the week-end. The following morning, we went on a game drive before breakfast. We spotted Bontebok, Springbok, and various other interesting game and returned to the lodge to rest up, swim, and a compulsory massage at the exquisite spa. I needed a nap afterwards and Albert could hardly walk after his. We both floated out of the spa and ended up back in the swimming pool. The temperature by 2pm had reached 39 deg C and the pool provided our only relief. Hein took us for a drive in a divinely air conditioned 4X4 to show us the runway and we did a mini-game drive with him as well. Thank you Hein, THAT was a real treat. And if that wasn't enough, we did another evening game drive with sundowners at the rest stop. We returned just in time to watch the sun drop behind the mountain before we changed for dinner.

Dinners were all outdoors in the boma, glorious ambience under the stars and still warm evenings. Our "cave" was just glorious, beautifully furnished with a resident dormouse that is well known as a chocolate thief. Albert bust him in the early hours of Sunday morning!!! He had left an empty plastic water bottle on the edge of the dressing table and the dormouse accidentally knocked it off. In the silence of Kagga Kamma, it was not easy to sleep through that sudden noise and Albert's torch light found the culprit frozen in fear on the dressing table. Albert got the giggles and said that the dormouse is now probably thinking "Oh shit! I wonder if they heard that?" We had a good laugh and let the dormouse continue on with his foraging.

The huge spiders didn't bother either of us that much but we couldn't say the same for the young couple in the cave next door to us. I was sitting on the stoep and suddenly we heard a scream that left me weak in the knees, followed by a young woman sprinting out the room with just a towel around her. Apparently she spotted the spider mid way through her shower and left her brave boyfriend to deal with it. It took a while for the caveman to coax the city girl back into the cave, while Albert and I sat howling with laughter watching the drama unfold.

That was our parting memory of Kagga Kamma. We felt really sad to leave the spectacular scenery, rock formations that defy belief, lizards that mock charge you, and not to mention the little dormouse and spiders that entertained us no end. Thank you most of all to Hein de Waal, for his exceptional generosity and kindness. I encourage you all to take a trip to this marvelous lodge in the Koue Bokkeveld. Whether you fly in or drive in, it's a MUST, and both Albert and I felt extremely privileged to have experienced it.

### ALEXIA





## Back Page – From Piano & Anchovy’s Couch

# The 10 Catmandments

1. I am the lord of thy house.
2. Thou shalt have no other pets before me.
3. Thou shalt not ever ignore me.
4. I shall ignore thou when I feel like it.
5. Thou shalt be grateful that I even give thou the time of day.
6. Remember my food dish and keep it full.
7. Thou shalt spend most of thy money on toys and gifts for me.
8. Thou shalt always have thy lap ready for me to curl up in.
9. Thou shalt shower me with love and attention upon demand.
10. Above all, thou shalt do anything it takes to keep me happy. Author Unknown

