

SkyAfrica Newsletter

November 2008

Adventure & Fun with SkyAfrica

The winter season has finally arrived in the northern Hemisphere, often leading to fog, rain, snow and sleet – generally weather that us pilots just can't seem to appreciate, for it takes away opportunities to fly! Many pilots thus take this time of year to travel to finer flying pastures. The most difficult question hereby is usually "Where is it that we should travel to?" Well, we have thus decided to list a few reasons that illustrate why a **flying holiday in southern Africa** is just the thing for you:

Flying hasn't been this affordable in a very long time!

With the South African Exchange Rate averaging at around 1€ = R13 we have drawn level with the cheaper cost of flying in the USA. The table below shows our current rates for Hour Builders in our 50h Hour-Building Package:

- **AVGAS-Price: 1 Euro/Litre**
- **No landing fees**

SKYAFRICA	HOURBUILDING	50 HRS PACKAGE	50 HRS PACKAGE	50 HRS PACKAGE
AIRCRAFT SELECTED	DRY RATE	DRY RATE	DRY RATE	DRY RATE
CESSNA 150 XP	R 596	€ 48	£ 38	\$ 60
CESSNA 172	R 673	€ 54	£ 43	\$ 67
CESSNA 182	R 883	€ 71	£ 57	\$ 88
PA 28-235	R 883	€ 71	£ 57	\$ 88

☑ **Licence validation done in half a day**

After copious meetings with the SA-CAA, SkyAfrica has succeeded in greatly reducing the complexity of attaining a South African validation. To save valuable holiday time, all of the paper work can now be done beforehand. Send your documents to us and upon arrival, the only thing needed to be completed is a check-ride with a SkyAfrica instructor and a short written Air Law exam. No mess, no fuss. This means:

- **No homeland security background checks**
- **No eye-scans**
- **No fingerprints**
- **No 6 - month waiting period!**

Your African Safari awaits you!

☑ **Breathtaking Scenery and Wildlife Galore**

Africa is the continent of contrasts - once you have felt her magic, it is hard to let her go! Majestic mountain ranges give way to the vastness of the African plains; modern cities alternate with charming villages; endless secluded beaches, mysterious deserts. Elephants, leopards, zebras, lions, herds of antelope!

Memories that will last a lifetime!

☑ **Fantastic flying weather!**

Situated on the Highveld, far away from the weather stricken coastal regions, we are the fortunate few who are able to fly every day

„Somewhere the sky will be blue, somewhere unfailingly, the sun will shine and some of us, the fortunate few that fly, are right up there, skimming through an element still pure and unspoilt - the African Sky.”

„Flying African Skies – Bushpilot Tales“ - K. Finatzer



SkyAfrica's Cessna 150F – Bush STOL with 150HP Lycoming

The 1966 model saw great changes to the C-150's design from prior models. The fin was swept back 35 degrees to match the styling of the Cessna 172 and other models, the cabin doors were made 23% wider, new brakes were brought in and the 6.00 x 6 tires were made standard. The previously manual flaps were now electrically actuated through a panel-mounted flap switch, the old electric stall warning system was replaced with a pneumatic-type and the baggage compartment was enlarged by 50%. A total of 3087 of the newly styled "F" were manufactured.



We acquired ZS-EGP in 1999, already fitted with the Bush STOL Conversion. This gave us the advantage of taking-off and landing at a slower speed, the ability to get out of grass strips more easily, obtain better performance at high altitudes, with better aileron control at low speeds, reduce the tendency to spin and reduce the stall speed. The slow landing performance is providing that extra margin of safety.

Currently she stalls full flap at 32 kts. She has a special leading edge mod, which increases the leading edge profile. The leading edge radius and camber are increased with this modification. Simply, this provides an increase in maximum lift and reduction in drag.



In addition, she sports conical cambered wing tips, which improve low speed aileron effectiveness. Induced drag is further reduced, since the tips reduce wing tip vortex strength. They also increase the wing area and decrease the stall speed. The wings have Stall Fences and when the wing stalls, which starts at the inboard portion of the wing and then moves outwards as the angle of attack is increased, the stall fence

controls the stall span wise progression and therefore maintains longer aileron effectiveness through higher angles of attack. As a result, the low speed handling qualities of the aircraft are greatly enhanced and at altitude we can fly the bird at 1700 RPM with 1 notch of flap and actually have 0 speed indication on the ASI.

But what the good folks in Wichita never provided for was the fact that Brakpan altitude is 5300 feet and when the temperature lies between 30 and 45 degrees Celsius, it is closer to 9000' range! That made the plane pretty useless to us for anything but single pilot joy rides. We did do training in it, but in a combination of a skinny instructor combined with a Chinese ballet dancer



student early mornings and with a max of 12 Gal of fuel! When the major came up, it became a choice of selling her to a flight school at the coast or to do an upgrade. We had previously done a lot of refurbishing work and we liked her. In addition, we had a new O-320 in stock, so after some searching we found a company in Californiae “Dellair” that sold an upgrade STC and we decided to take the plunge.

The kit arrived and with lots of zest and a bit of planning we started the process. American drawings are not of German precision, hence a bit of fitting and adjustment work was necessary, but at the end she came out quite pretty. The first test flights showed that the runway fence stayed much further away than on prior take offs. So we took her into the bush,



where we were quite in awe of the little planes performance. At normal power settings, she outperformed the 160HP C-172s by a mile and even the cruising speed improved to a whooping 105 kts! STOL performance was good and the heavier engine did not change the stalling speeds measurably.

On longer journeys the problem now remains the 24 gallon tank capacity, which limit us to a 2.5 hr safe operating range. We also fit a JPI fuel flow and monitoring gauge for safety. Possibly a tank mod is on the cards and currently we are investing the fitting of 7” tires on the main and a 6” on the nose to further improve soft and rough field abilities, like landing on salt pans in the Kalahari and on Indian ocean beaches. That’ll surely make for more landing opportunities!



SKY-Terminal Completed

The new SkyAfrica Terminal, situated directly at the Brakpan Benoni Airfield (FABB), has been used as a bit of an operational construction site for the last few months, but the building process has finally been completed. And we couldn't be more happy with the result!



Our new terminal features a comfortable waiting hall where customers can sit down and relax before and after their flight, a small kitchenette and refrigerator so that nobody has to fly on an empty and thirsty stomach, three bedrooms, two bathrooms, the briefing room with access to it's own balcony, and a spacious sun deck with a beautiful view of the airfield, tons of seating possibilities and a BBQ area for those wonderful African evenings that invite you to wind down, sip a beer, eat some food and enjoy some attention-grabbing conversation.

Come fly with us!

