

HANGAR TALK EXPRESS



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BRINGING 2019 TO A CLOSE



KITTY HAWK FLY IN

NAC drops in on Kitty Hawk Fly In

As Africa's leading general aviation company, NAC is passionate about all aspects of the aviation industry and its team rarely misses an opportunity to interact with like-minded flying enthusiasts.

On 17 September, the Kitty Hawk Aerodrome in Pretoria East hosted its Kitty Hawk RV Fly In, which was attended by Rikus Rautenbach and Deneys Potgieter from NAC who were there to share in the excitement and comradery of the event.

Around 30 small aircraft participated, comprising mostly of RV8's, whose owners flew in from multiple locations to display their aircraft, both on the ground and in the air with some fantastic formation flying.

The team from NAC enjoyed a great day out and were impressed by the enthusiasm that South Africans show for all forms of aircraft. NAC's Agnes Phillips commented, "The intention in sending our team is to encourage networking and awareness of potential customers, who may well want to upgrade at some time in the future."





BELL

505 JET RANGER X



GARMIN TO CERTIFY GFC 600H HELICOPTER FLIGHT CONTROL SYSTEM ON THE BELL 505 JET RANGER X

Certification of the GFC 600H for the Bell 505 is expected in 2020
August 20, 2019 7:00 AM EDT

Garmin International, Inc., a unit of Garmin Ltd. (NASDAQ: GRMN), today announced it will certify the GFC™ 600H flight control system for the Bell 505 Jet Ranger X helicopter. The attitude-based (AHRS-derived) flight control system boasts a number of helicopter-tailored features, including attitude hold, Garmin Helicopter Electronic Stability and Protection (H-ESP™), dedicated return-to-level (LVL) mode, hover assist, as well as overspeed and low speed protection. Certification of the GFC 600H for the Bell 505 is expected to be complete in the first-half of 2020 and available at that time through select Garmin dealers as a retrofit installation.

“With the GFC 600H, we’re excited to provide a flight control system for the Bell 505,” said Carl Wolf, Garmin vice president of aviation sales and marketing. *“The state-of-the-art GFC 600H combines our expertise in safety-minded technology for helicopters with our industry-leading flight control experience to deliver a system that essentially affords the*

pilot the option to fly hands-off, which would be unheard of without an autopilot.”

The GFC 600H contains advanced AHRS technology and redundant, cross-checking sensors to support smooth handling throughout the flight envelope. Attitude hold reduces pilot workload by maintaining a specified attitude, while also providing inputs to help stabilize the helicopter when hand-flying. Designed with the pilot in mind, its cyclic-mounted trim controls allow for seamless control of the system without taking a hand off of the helicopter flight controls during basic operations.

The GFC 600H features a console-mounted mode controller with push-button controls that interface with the Garmin integrated flight deck on the Bell 505. With the GFC 600H, aircraft navigation is effortless as the system uses navigation information from the integrated flight deck to automatically fly approaches, provide enroute navigation guidance and search and rescue patterns. Additional autopilot modes include altitude hold, altitude select, vertical speed, indicated airspeed and heading select. Integrated servos control the pitch and roll axes of the aircraft, and the optionally available

yaw servo provides yaw axis control and smooth flight control adjustments when the pilot moves the collective.

Garmin H-ESP helps the pilot remain within a safe flight envelope when hand-flying the helicopter. H-ESP works in all modes – even when the system is not engaged – and can be manually disabled to allow for maneuvering flight. The GFC 600H also features a dedicated level mode that can be engaged by the pilot to return to straight-and-level flight, helping to avoid a potential loss-of-control scenario. For example, in the event the pilot inadvertently

enters the clouds, Garmin H-ESP can engage to assist in maintaining the helicopter in a safe flight attitude.

Hover assist mode is capable of automatically detecting a hover condition and provides flight control inputs to help maintain position over the ground. With the optional yaw axis control, the GFC 600H will also hold heading while in a hover. In addition to hover assist mode, groundspeed hold is also available and allows the pilot to input a forward or sideways command, which can be particularly useful during taxi and take-off.



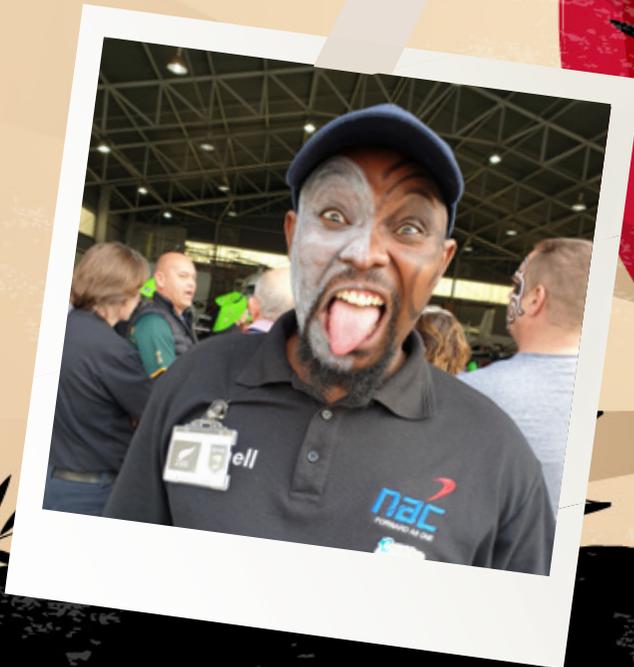
The GFC 600H on the Bell 505 is night vision goggle (NVG) compatible. Supplemental Type Certification (STC) for the Bell 505 is expected in the first-half of 2020 and will be available at that time through the Bell production line and Garmin Authorized Dealers for retrofit installations. For additional information, visit: www.garmin.com/helicopters.

Garmin’s aviation business segment is a leading provider of solutions to OEM, aftermarket, military and government customers.

Garmin’s portfolio includes navigation, communication, flight control, hazard avoidance, an expansive suite of ADS-B solutions and other products and services that are known for innovation, reliability, and value. For more information about Garmin’s full line of avionics, go to www.garmin.com/aviation.

CASUAL DAY Time to Shine in Japan

Casual Day is South Africa's foremost fundraising campaign for persons with disabilities and is celebrating 25 years this year. It is further the flagship project of the National Council for Persons with Physical Disabilities in SA. Our Charity this year is again Pathways Pretoria and it will be the fourth year that we are supporting them, they specialize in intensive stimulation for learners with special needs.





HELICOPTER SALES

BELL 429 EXPLORES EAST AFRICAN MARKET WITH NAC

As the independent representative for Bell Helicopters in 13 African countries, NAC's Helicopter Sales division was an ideal travelling partner for Bell Flight when it took its model 429 helicopter on a recent demo tour through East Africa. The tour offered operators and potential buyers in the region the opportunity to experience the 429 for the first time, up close and on their own turf.

With the help of NAC's Gary Phillips, Bell Flight showcased the impressive capability of the 429 to government and private helicopter enthusiasts in three East African countries, namely Kenya, Ethiopia and Tanzania.

The 429 can comfortably accommodate seven passengers, plus the pilot and boasts a maximum cruising speed of 150 knots, with a range of 411 nautical miles. In addition, the 429 model offers BasixPro software, which makes calculations for the pilot, further enhancing its safety and ease of operation.

The particular aircraft that took part in the demo tour was equipped with the VVIP interior package, making it ideal for corporate or government customers, but the Bell 429 is also suited to everything from police and HEMS use, to carrying out ocean missions for the Energy industry. To ensure maximum flexibility, the 429 has the option of either wheel or skid landing gear.

The Bell 429 performed incredibly well throughout its demo tour and received highly positive feedback from all of the passengers who flew in it.



SILVER FALCONS

TEAM 82



FROM LEFT

Major Clayton Mnise (GLO); Major Bheki Shabangu(4);
Major Omphile Mutloane (Team Leader); Major Maloks
Malokane(3); Major Sivu Tangana (soloist).

INTERNATIONAL OPERATIONS PREPARING FOR THE SNOW



NAC International Operations carries out global special mission contracts throughout Africa, the Middle East, Europe, Australasia and the Far East, covering everything from away-from-base flight operations and aircraft maintenance, to management and support services, often in hostile and unstable regions. Sometimes the most hostile challenge pilots face is Mother Nature and, as winter fast approaches in Afghanistan, NAC is hard at work preparing its crew there to operate in the unforgiving climate.

Afghanistan's capital, Kabul, is located at a high altitude (1 800 meters above sea level) and in January experiences an average temperature of -1 °C. Nights are typically freezing, with temperatures dropping as low as -20/-25 °C. Snowfalls are frequent and occasionally heavy.

To prepare its crews to operate safely in these harsh conditions, NAC is spending a great deal of time and resources on training its crew to deal with the extreme weather conditions, snow storms, low visibility, contaminated runway surfaces, air-traffic congestion and constant aircraft de-icing.



PARTS ONLINE

NAC PARTS ONLINE PAYMENT FACILITY GOES LIVE

Just a few short months after introducing an online parts ordering and search capability on its website, NAC Parts has now also gone live with an online payment facility.

The new online credit facility offers customers greater convenience than ever before, allowing them to prioritise and complete their orders online with easy pricing, while still enjoying the excellent levels of service and support they've come to expect from NAC Parts.

Customers can receive digital quotations, request updates if required, approve quotes and pay online in a simple three-step process. All interactions are tracked to allow for quicker support resolutions if required, and customers can see the status of their order at any point prior to payment. The system has also been designed to allow for a seamless handover of order requests should other customer staff members need to get involved or take over the order.

Authenticated access means improved control and NAC Parts has made sure that its customers and their information remain protected. All transactions are secured by a supporting SSL encryption service and, for added peace of mind, no card detail records are retained. 3D security is also available for improved transaction security.

For ease of use, customers can register their company and supporting staff to make use of this facility by visiting NAC's website.





HELICOPTER TRAINING

GO FURTHER WITH A PPL FROM NAC

NAC's Helicopter Pilot Training not only offers an onboarding program that makes it more achievable than ever before to become a licenced pilot but also opportunities for PPL pilots to maintain and improve their experience.

Through NAC Helicopter Pilot Training, new and more experienced pilots alike can increase their ratings by upgrading from Piston Engines to Turbine Engines. The course covers everything from: Airframe, power plant, main and tail rotor systems and transmission to systems and equipment, flight controls, starting and emergency procedures, as well as five hours of air exercises - if this is towards an initial Turbine Rating.

Initial Turbine Rating requires a day and a half of type-specific ground school and turbine engine ground school, plus 5 hours of flying. Following this, participants are required to pass a technical examination before receiving their rating.

Costs vary depending on the type of helicopter, with hourly rates (excluding VAT) ranging between R7950 and R8450.

Being awarded a Night Rating is also a significant achievement for any pilot and NAC Helicopter Pilot Training offers a comprehensive Night Rating course that includes Ground School, instrument flying and night flying.

The Ground School syllabus covers air law, meteorology, and human performance as well as the lighting systems of both aircraft and airfields, and night flying physiology. Ten hours of basic instrument flying needs to be completed (five of which can be on the simulator) plus five hours of night flying that covers night circuits, night cross country, night emergencies and a practical night test. The SACAA Night Rating Exam also needs to be completed with a pass mark of 75%.



NAC has always endeavoured to offer its students a well-balanced approach and Helicopter Rand Training's recent change in location enriches this approach by consolidating its efforts with NAC Helicopter Maintenance. Students will

now be more exposed to the technical aspects of helicopters, which adds a unique hands-on approach to the technical requirements of obtaining a helicopter license.



HELICOPTER TRAINING

NAC HELIOPS' FLIGHT SIMULATOR HAS OFFICIALLY BEEN APPROVED.

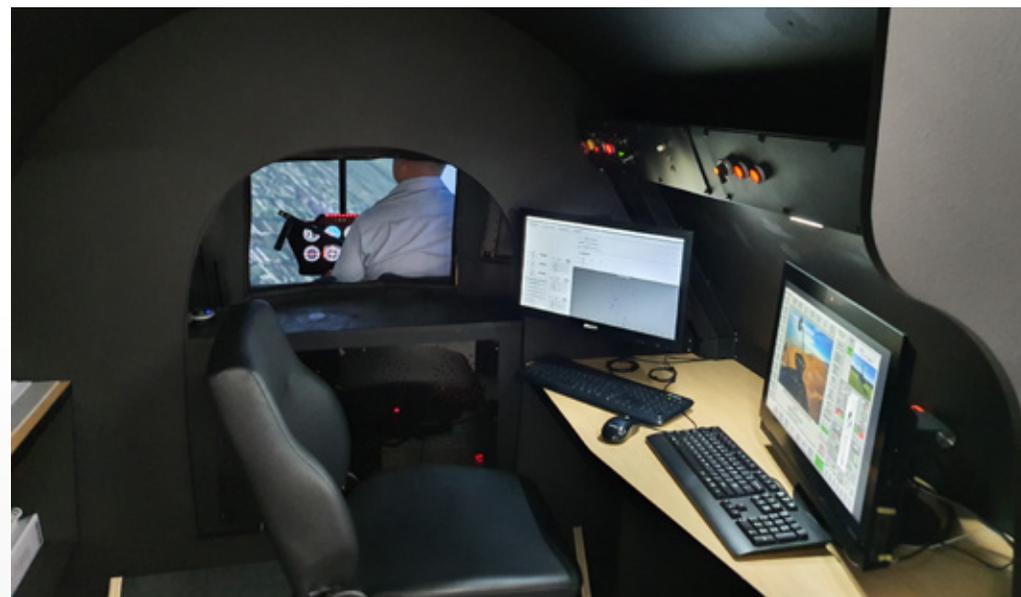
Qualification level: FNPT II (H)

Training, testing and checking Considerations:

1. 5 hrs towards initial PPL and Night rating (to be accredited towards the initial Instrument Rating).
2. 30 hrs towards the initial Instrument Rating.
3. 25 hrs towards the ATPL.
4. 3 hrs of training towards an Instrument Rating in another category.
5. Annual Instrument Revalidation Check(PPL, CPL)
6. Aspects of the initial Instrument Rating skill test that cannot be conducted in an aeroplane, including one type of the required instrument approaches.
7. Aspects of the initial tests towards GR I or GR II flight instructors rating that cannot be conducted in an aeroplane.
8. GR I and GR II Flight Instructors Revalidation flight test.
9. 10 hrs Instrument time, including at least 5 Instrument approach procedures and a missed approach required for revalidation of an Instrument Rating lapsed for more than 24 months.
10. Instrument Rating recency (PPL, CPL).

We look forward to flying with you.

For more information please contact us on:
Cell : +27 (83) 680-0299





**QUALITY &
SAFETY**

NAC LEADING THE WAY IN SAFETY AND QUALITY

NAC, a leader in the general aviation industry, is highly-reputed for its quality and safety processes and attributes its reputation to the highly experienced Safety and Quality teams that ensure NAC remains compliant and that all operations are conducted safely.

The Quality Team is managed by Peter Nixon, who has 30 years of experience in the Aviation Industry, the last nine of which have been with NAC. His qualifications include Safety Management, Human Factors, Aviation Internal Auditor, ISO 9001:2015 and Quality Assurance Management and he is also a Licensed AME. The team's Quality Auditor is Ronnie Diamond, who boasts an enviable 39 years' experience in the aviation industry, with the last 23 years spent with NAC. He is a licensed

AME and is qualified in the Safety Management System, Internal Auditing and ISO 9001:2015.

The team is completed by Lerato Seabi, Administrator for Quality & Safety, who has been with NAC for four years and in the aviation industry for six. Her training includes the Lead Aviation Auditors Course, SACAA CATS and CAR's for Aircraft Maintenance Engineers and Human Factors for Aircraft Maintenance Engineers. Lerato is also the Administrator for the Safety Team.

On the safety side of the business, Craig Huppe leads the team as Manager for Safety and Security. He has 15 years of experience in Aviation and joined NAC in 2016. His qualifications include Aviation Safety Management, Lead Aviation



Auditors Course, Train-The-Trainer, Quality Assurance, SACAA CATS and CAR's, Pilot Aviation Medicine & First Aid, Dangerous Goods Awareness, Proficiency in Aviation Radiotelephony Base Operator Competency, Accident Incident Investigation Awareness Training Course and Emergency Response Planning. The Senior Safety Officer, Ana Correia, has been with NAC for five years and has seven years' aviation experience. She is qualified in ISO 9001:2015, Internal Auditing and the Safety Management System.

NAC's strong commitment to safety and quality is evident by the calibre of staff it insists upon, ensuring the highest levels compliance and peace of mind for its valued clients.

NKULULEKO BASELA (FREEDOM)

Some stories are just too heartwarming and positive not to share!

Recently we had the privilege to appoint a well-spoken and gentle young man at our 43 Air School's Advanced Training facility. Within a short period of time he has proved himself to be reliable, trustworthy and a really hard worker that goes the extra mile in everything he attempts, with his ready smile.



He did, however, mention his great ambition and desire to become a pilot...

Well, being in the aviation industry we thought we could very well try and support this young man in making his dream come true. In a combined effort, and with the assistance of Stefan van der Berg of 43 Air School's Advanced training centre at Lanseria and Johan van Schalkwyk of Africa Flight Service we decided to give him the opportunity, the tools, training and aircraft, to tackle this challenge!

Jointly we set out a schedule for Freedom, and various achievement hurdles that need to be met to progress. This was done taking into account that he now occupies a full time position, working for 43. We are happy to report that we are now



a few months down the road and Freedom already has achieved three high pass marks for his initial three PPL subjects. We are very proud of your progress, Freedom! Now, when he passes his fourth PPL subject, we are going to commence with his ground school and flight training on a training aircraft, of which 43 will

provide the training and instructor, and Africa Flight the use of their training aircraft. NAC will fund the fuel, curriculum and other operational training expenses.

Freedom was born on 8 February 1998 and speaks four languages. He matriculated from Kwena Molapo School (NAC is also closely associated with the school on various projects) achieving university exemption during 2016. He successfully completed the Columba Leadership Academy course in 2014 as well as the Business School programme in 2016.

Being computer literate makes his online studying a breeze and whilst he's not studying for his PPL Freedom enjoys reading, going to the gym and playing chess.

We look forward to seeing this young man doing his solo flight, gaining his PPL wings, and welcoming him to the wide and free world of an aviator! We look forward in sharing this dream with you and wish you all the best as you shed your down for feathers, Nkululeko!



ON 27 NOVEMBER 2019 NKULULEKO ACHIEVED HIS DREAM AND WENT ON HIS FIRST SOLO FLIGHT. CONGRATULATIONS FROM ALL OF US AT NAC.

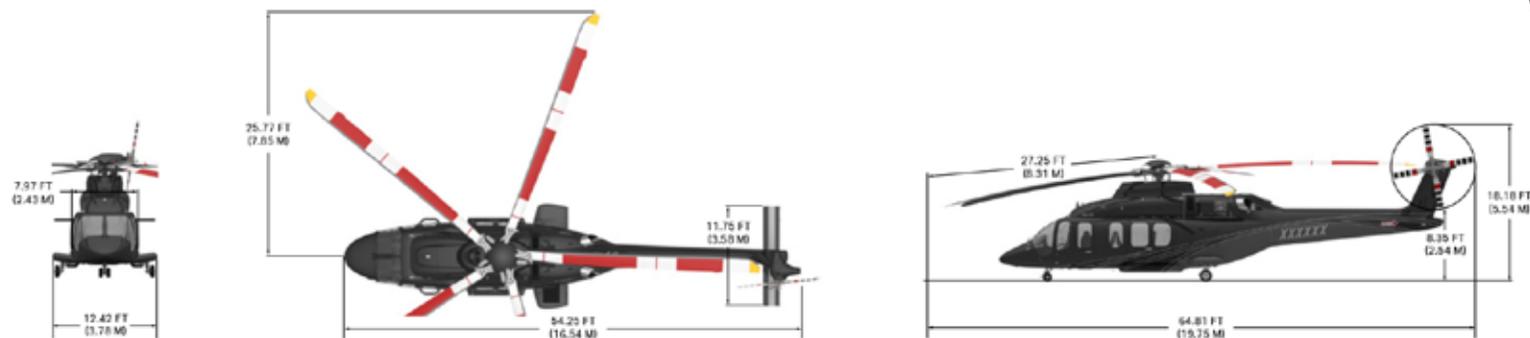


NAC's Year End Function was held on 4 December 2019 and a festive time was had by all!

During the function the long-service awards ceremony was held and the Umvuzo winner of the year was announced.

Pictured are all the 5, 10, 15, 20, 25 and 30 year long-service awards. Special congratulations to Colin Fletcher and Agnes Phillips on receiving their 30 year awards!

Well done to Chanté de Meyer for winning the lucky draw and the R25 000 for Umvuzo for 2019!



BELL 525

TECHNICAL SPECIFICATIONS

Performance at Max Gross Weight

Max Cruise Speed	160 kts	296 km/h
Max Range ¹	580 nm	1,074 km

Powerplant

Engines	2x GE CT7-2F1
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Capacities

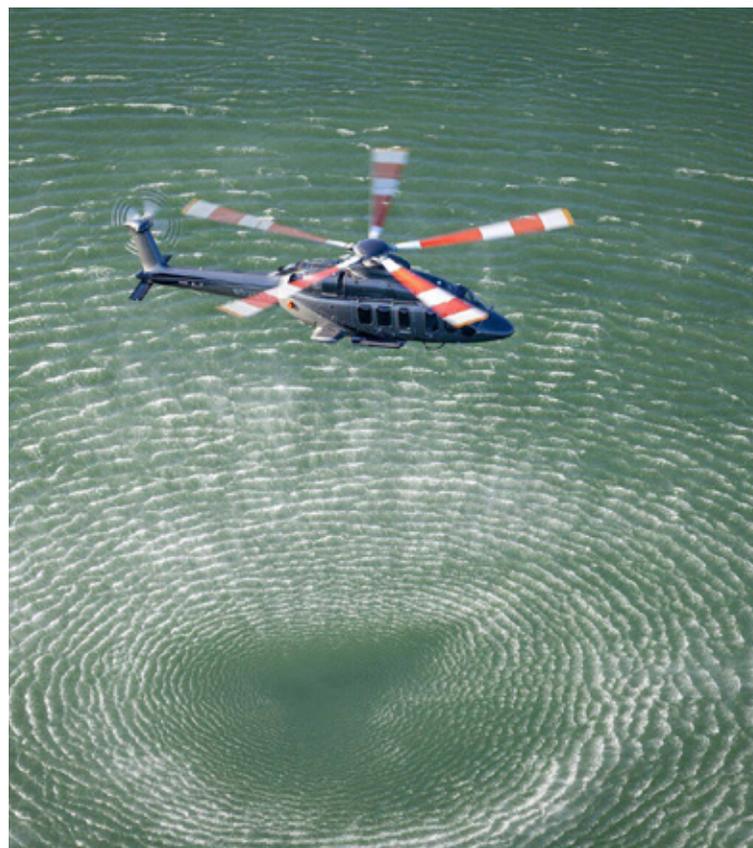
Standard Seating (20 in wide seats)	2 Flight Crew + 16 Passengers	
High Density Seating	2 Flight Crew + 20 Passengers	
Standard Fuel	641 US gal	2,426 liters
Passenger Cabin Height	54 in	137 cm
Passenger Cabin Floor Area	88 ft ²	8.2 m ²
Baggage Compartment Volume	128 ft ³	3.6 m ³

Ceiling Altitudes

Hover Ceiling IGE ²	10,700 ft	3,261 m
Hover Ceiling OGE ²	8,100 ft	2,469 m

Weights

Max Gross Weight	20,500 lb	9,299 kg
Max Gross Weight (External Load)	21,500 lb	9,752 kg



¹ Max O/W Sea Level, ISA, standard fuel, no reserve, V_{max}
² Max O/W, ISA day



NAC CHARTER HAS A PACKED FESTIVE SEASON SCHEDULE

While most people are looking forward to a relaxing holiday season, NAC Charter is gearing up for a packed schedule as travellers choose the charter provider's tailored solutions for both business and personal travel. And, with over 3 000 monthly visitors to its web page, it is apparent that there is a growing interest in NAC Charter's VIP service.

NAC Charter is well-known for its meticulous attention to detail and high levels of service but it's also the company's extensive and modern fleet that attracts discerning travellers. With a fleet that includes everything from turboprop aircraft to heavy corporate jets and airliners, NAC Charter is capable of flying groups of varying sizes to an almost unlimited number of destinations.

NAC Charter has either recently visited or is scheduled to shortly visit a wide range of local and international destinations. Local destinations include Plettenberg Bay, Cape Town, Kimberley, East London, Richards Bay, Marataba, Singita, Kruger National Park and Madikwe Game Reserve.

International charters include Japan (for the Rugby World Cup), Namibia, China, Mozambique, Angola, Guinea, Ghana, Togo, Egypt, Seychelles, Mauritius, Zanzibar, Maldives, Sri Lanka, Zambia and Madagascar.

The aircraft types that are booked on confirmed charters over the holiday season include the Cessna Grand Caravan, Pilatus PC 12, Pilatus PC 12 NG, King Air 200, Embraer 120, Falcon 900EX, Global Express, Nextant 400 XT, Challenger 300, Citation Mustang, Citation M2, Learjet 45, Learjet 60 and Boeing 737-500.





NAC Helicopters Cape Town

The holidays are here and there is only one way to truly experience the beauty that is Cape Town in spring. Make sure you see it all with NAC Helicopters Cape Town.

Book your flight today! www.nachelicopterscapetown.com



Congrats!



GENERAL MANAGER DESIGNATE – NAC HELICOPTER MAINTENANCE RAND AIRPORT

We are delighted to announce that Ashley Spolander has accepted the position of General Manager Designate in NAC's Helicopter Maintenance Division at Rand Airport. This position reports to Redmond Fowle, Executive Director of Helicopter Maintenance until his retirement in June 2021. Ashley has been with NAC since November 2005, holds a helicopter PPL and brings a wealth of knowledge to this position. As a helicopter maintenance engineer, he maintains the following licenses:

- Robinson Series
- Bell 206B, Bell 206L, Bell 407, Bell 230, Bell 430 and Bell 429

We are confident that the division will flourish under Ashley's guidance and we wish him every success in his new position.





ULTIMATE HELIPORT

PRISTINE NEW HANGAR
FLOOR AT NAC HELICOPTER
OPERATIONS AT THE
ULTIMATE HELIPORT



DAHER EXPANDS AND ACQUIRES QUEST AIRCRAFT COMPANY

Family-owned French aircraft manufacturer, Daher recently acquired the US-based Quest Aircraft Company, renaming it Kodiak Aircraft.

Daher is recognised in aviation circles as the producer of the fastest turboprop aircraft in its class, and the acquisition of Kodiak Aircraft will enable the 156-year-old company to widen its product range and strengthen its position in the turboprop segment.

Adding to its portfolio of airplanes that includes the fast TBM range, Daher will also be supplying the Kodiak 100, which is an incredibly flexible all-terrain aircraft that has gained popularity amongst air-taxi and leisure operators, as well as businesses and humanitarian organisations the world over.

Daher will continue to manufacture all TBM models at its factory in France, while Kodiak Aircraft will retain its factory in Sandpoint, Idaho. Daher aims to create synergies between the two brands and is planning on introducing some of the technology and functionality that has made TBM so successful to the Kodiak range.

As Africa's leading general aviation company, NAC welcomes the Daher's acquisition of Kodiak and looks forward to the innovations and value-added services that this pairing will lead to in the future.



THE QUEST: To do good, to do better.

THE RESULT: The amazing Kodiak 100 all-weather, rough-terrain workhorse.

The Kodiak line of aircraft was founded in the Pacific Northwest with a mission — to design and produce the next generation of short take-off and landing aircraft capable of bringing services and heavy supplies to the most remote regions on the planet. The Kodiak 100 was first introduced in 2007 by Quest Aircraft Company, which was subsequently acquired by the Daher Group, which is among the top 10 business aircraft manufacturers in the world.

Although the company's founding may be rooted in humanitarian aid, it did not take long for the rest of the world to realize that this ultra-modern, ultra-safe and extremely rugged plane had a place in business and general aviation.

The Kodiak fills a niche somewhere between helicopter and business jet — able to haul cargo or passengers in refined luxury, take-off under 1000 ft. and fly 1000 miles with amazing economy. It is the only sport utility vehicle with wings.



Our Medical Director somewhere in Africa en-route to retrieve a helicopter crash patient in a somewhat different looking Ambulance...



ITIC CONFERENCE IN MALTA

NAC together with Universal Air Evac recently attended the annual International Travel Insurance Conference in Malta. The opportunity was taken to reconnect with existing clients and wing to wing partners while also establishing new relationships in order to broaden the capabilities of the service Universal Air Evac provides.

There were also opportunities to take part in various discussions around industry best practice with our Medical Director – Dr Glenn Staples taking part as a panellist discussing “Rest Times for Medical Crews in Air Ambulance & Commercial Airline Medical Escort Transportation” during the EURAMI General Assembly.

The conference was a great success with exciting new opportunities on the horizon that will enable Universal Air Evac to provide a one of a kind service to its clients and continue to grow the business to new heights.



LIFE SAVING EFFORTS ARRIVE FOR SCALPED SEAMAN



Universal Air Evac recently assisted in a life-saving rescue operation that began with a late afternoon distress call from a sea-going vessel off the south eastern tip of Madagascar. A ship engineer's hair had become caught in the engine, tearing his entire scalp off. Resulting in profuse bleeding, the injury required urgent medical intervention and Universal Air Evac was placed on standby pending the crewman's rescue off the ship.

With the vessel being too large to dock at Fort Dauphin, Madagascar, combined with dangerous weather conditions with high seas and rapidly approaching darkness, the injured engineer had to wait until first light for rescue operations to get safely underway. Fortunately, there was medical help onboard and the ship's doctor managed to slow the bleeding and administer intravenous fluids.

Universal Air Evac was tasked with carrying out an immediate air ambulance transfer to Johannesburg, South Africa. The team worked through the early hours of the morning to obtain the necessary flight clearances to Fort Dauphin. Medical

information was sent to Universal Air Evac's emergency medical doctor, who immediately requested emergency blood to be issued from the South African National Blood Service, as the patient's life was in immediate danger due to extensive blood loss.

Within two hours of activation, Universal Air Evac was airborne to Madagascar with a flight time of just over two hours. On the ground, Dr Jane Olivier, a South African doctor living and working in Fort Dauphin, was pivotal in the patient's extrication off the ship. With her background as a paramedic, Dr Olivier is perfectly suited for coordinating and performing patient evacuations.

Universal Air Evac's dedicated air ambulance landed in Fort Dauphin as the patient being brought ashore and within 30 minutes an emergency blood transfusion had been started. Antibiotics were administered to prevent infection and the Universal Air Evac medical crew, consisting of a doctor and a paramedic, ensured the patient was pain-free and comfortable during the flight.



A specialised ambulance received the patient immediately upon landing at Lanseria International Airport, with Universal Air Evac's doctor accompanying the patient to a level 1 trauma unit, where a surgeon was awaiting his arrival. After receiving treatment to ensure his condition was sufficiently stable, the patient underwent surgery the following day.





AIR AMBULANCE SOLUTIONS FOR AFRICA

GLOBAL MISSIONS | WING-TO-WING TRANSFERS | JET AIR AMBULANCES



MEDICAL, AVIATION AND OPERATIONS PROFESSIONALS

- Uncompromising clinical quality
- Reliable dispatch and availability
- Transparent dealings with all clients
- Cost-effectiveness



Contact us about your MEDEVAC requirements
24 Hr Tel: +27 11 430 1777
24 Hr Email: rescue@unairvac.com

For any other queries please email us at info@unairvac.com

THE NUTS AND BOLTS OF NAC PARTS' SAFETY PROCESS

Karin - 4 November 2019

With recent events regarding fraudulent aircraft parts and improper aircraft maintenance making headlines, safety and logistics processes have come under the spotlight. At NAC Parts, the safety and quality of all our parts is always top of mind, and each and every part we receive goes through stringent checks to ensure complete safety and peace of mind.

NAC is, in fact, the only company in Sub-Saharan Africa to achieve Gold Bars (Basic Aviation Risk Standard for Flight Safety) status. Our facilities undergo in excess of 30 audits each year for part and maintenance safety and our internal processes are ISO certified. The CAA audits NAC facilities on a regular basis, including local and foreign warehouses, wherever they may be located.

When parts arrive at NAC, they are inspected physically and administratively by trained and experienced receiving parts inspectors. Any suspicious or questionable parts are immediately quarantined. In addition, if the paperwork does not

support the part requirements, the part is returned to the supplier. NAC takes no chances when it comes to safety and many parts have been written off for not meeting our safety and compliancy standards. All bogus parts are destroyed to prevent any form of recirculation. While this practice does result in direct financial losses, NAC is steadfast in its commitment to safety and stands behind its processes.

NAC's QA teams also approve and audit all its suppliers to ensure consistency and quality in the parts supply chain. As a result, NAC flight crews have the utmost confidence in their equipment especially when flying in extreme and conflicted operational environments.



Thank you Letters

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SANDTON
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M DU P VAN DER NEST SC

28 October 2019

Mr Alister Brown
NAC Helicopters

Dear Alister

Mountain assistance

Ryan Noach has kindly given me your details so that I could thank you personally for what you did for me and my son who was stuck on the Drakensberg on Saturday night.

The call from my son and his 4 friends on a Saturday night was the last call I wanted to get. The climb was to scale Mafadi peak. Two of the five had already scaled 6 of the 7 highest peaks in Southern Africa and all that remained was Mafadi, the highest one.

They were all strong guys and I was comfortable all would be well, but they went up an untested route (my read of that is that they got lost!), and went up cliffs that they never thought they would have to come back down again, and got to a point where there was no way further up and back down had a serious risk of falling - while they only had short ropes because they didn't expect the kind of climb it turned into.

So when I got the call I knew that Ryan was the one person who would know what to do. I have only learnt afterward what he was able to achieve on such short and highly inconvenient notice. Thank you for making available a stand by helicopter to be dispatched from Johannesburg and, particularly, for making your own expertise and skills available to fly the rescue on a Sunday morning - with the prospect of missing the Bokke looming as well!

I know that putting together such assistance is a team effort and could I ask you to please convey my deepest thanks and appreciation to all at NAC who responded to Ryan's call and put themselves out for me, the boys, and the families. We owe all of you a massive debt of gratitude.

MEMBERS RD LEVIN SC SA BURGERS SC J. GAYLLET SC PA SOLOMON SC BE DOCTOR SC ON CLOFF SC AN GAUTSCH SC AO COOK SC A SUBEL SC AE FRANKLIN SC
MJP VAN DER NEST SC BN VAN DER MER SC TWANINGAN 'S SC DE WATT PRINCE SC BRUNING SC JA HARSH SC JB COUS LAUTAU SC P DE VRIES SC
MA BRUGER SC AJ PRANSKY SC JAA GAYL SC PI ROOD SC C MANTOUT SC FA SNOOKER SC P GREEN SC PAU FARLAM SC BS STEIN SC L NELSON SC
BE WOOD SC GJ LLOYD SC F KESNER SC DA SITSJE VENTROSC F MABENI SC LUM VILJOEN SC STREIBER SC WILKINSON SC MABER SC RM PHIBBS SC STEN
ON SPRINGWOOD SC P SNAPE SC NH BRADY SC MA MOUTHE SC DA FURBER SC RM MABABELA SC MAKOLA SC RM GILBERT SC DE SUTHER SC BOSTAAR SC PRADEL SC L SIBANDA
MJA DE SOU SC JJ BERING SC MB MALMATAAL SC RM MASHAM SC TS NTSONGOLA SC P BOSMAN SC P MPOKONDO SC M SIBTAM SC GUBINE SC WESPE SC AN SIBALDO SC MABANGELA
SC BURGERS SC DE WITT SC DAMDANZI SC MITCHELL SC BRUNDRERS SC DIPA SC ALS MORGAN SC PR MOON SC I MURUSHE SC A GRIPPING SC KOLLODI SC MURUSHE SC PHALANE
SC SCHIFFERS SC SCOTT SC DZALALA

HONORARY MEMBER SWINERTHOUS SC



Mabalingwe Common Property Association

30/10/2019

To Whom it may concern

Word of thanks to Working on fire Aerial support

On the 8th of October 2019, Mabalingwe faced a destructive fire which started on a neighbouring reserve. Due to the high FDI (red) and a strong wind, the fire was unstoppable using normal firefighting techniques and was a serious threat to fixed structures and human lives.

A decision was made to call upon the WOF aerial support team for assistance. The aerial support team arrived within minutes and after assessing the situation, started with fire suppression.

We would like to thank the team for the excellent work they did. Approximately 20 water drops were made during the suppressing. With the assistance of the helicopter and spotter plane, the fire was stopped dead in its tracks, before more destruction could take place.

We heard the next day, that the helicopter saved human lives by dropping water close to Mabalingwe personnel who got trapped by the fire after the wind changed. This action by the pilot prevented a tragedy and Mabalingwe would like to thank the pilot for his quick thinking.

The WOF aerial support team plays a vital role in the community and is a valuable asset for the reserves in our area. Without the team, more destruction would've taken place and lives would've been lost.

Once again, thank you for the excellent fire suppressing effort and we will definitely call upon the team again to assist Mabalingwe.

Kind Regards

Ashley Theron
Risk Manager
Mabalingwe Common Property Association

PO Box 284 Bela-Bela 0480: Tel: 014 001 7240: VAT 4910230368: REG: 2005/0151608/08
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UMVUZO AWARDS

AUG • SEP • OCT • NOV

AUGUST WINNER

DAVID JACOBS

Nominated by Aletta Verster



Wow, what can I say, other than... Amazing! I don't think that there is a better word to describe David. Some days I just wondered... "sjoe, David did you know what you're letting yourself in for"?

David started in the PRA position and what a challenge that was! But he did it and made a huge success of it. It's like David just overcomes any obstacle that's thrown his way.

Thank you for the amazing work you have done, it was not easy, but you held your head high and you got the job done. You are a real inspiration to me and your co-workers. Thank you for setting an inspiring example for all around you. You're motivating everybody by the way you communicate, complimenting them on their work and just by using the two most important words "THANK YOU"!

ALSO NOMINATED IN AUGUST & SEPTEMBER

AUGUST

Heather Mayer by Shaun Starke
Isabel du Toit by Karin Roodt
Saul Banda by Karin Roodt

SEPTEMBER

Arthur Jonker by Heather Mayer
Marinus Bevelander by Magnus Janse van Vuuren
Bernard Potgieter by Michael van den Berg

Many thanks for your commitment and hard work!



SEPTEMBER WINNER

WARWICK PHILLIPS

Nominated by Dave Scott

I would like to nominate Warwick Phillips as I feel he deserves extra recognition.

Warwick works in an avionics department which is filled with top notch avionics engineers whom already sets the bar very high.

The reason I would like to nominate Warwick is not due to one specific time or event that he has helped Muanda base, but, due to the fact that he can literally guide a blind man.

I am based in Muanda where there is not a full time avionics engineer on site and the logistics of getting an LOI and visa for someone would mean we could be on the ground for an extended period. As an A&C licensed engineer we don't always have the expertise to troubleshoot and fault find the problem and hence "Phone a friend". I give him as much detail as possible, he answers by firing back a ton of questions and then promptly says "give me five...I'll have to get back to you". Warwick then proceeds with a couple of WhatsApp messages telling you what wiring diagrams to print and to give him a call back as soon as you are ready. When phoning him back he then goes through the electrical circuitry from the proverbial Point A. Warwick will talk you through everything systematically and when you say "sorry but you've lost me" he calmly replies with "ok what don't you get" and then starts explaining things to you with something you can relate to. It literally feels like he is sitting right next to you. Our troubleshooting often falls after hours when he is home with his family, but he always finds time.

This high work ethic that Warwick displays has saved me and I am sure many other A&C engineers of downtime within our organization. This makes him a highly valued asset to the company.

UMVUZO AWARDS

CONTINUED...

OCTOBER WINNER

MAVIS BOJANG

Nominated by Agnes Phillips



I would like to nominate Mavis Bojang for Umvuzo. Since Ileana has retired, Mavis has really found her feet and been incredibly helpful in anything asked of her.

Not only is Mavis a wonderful team player, but she is incredibly efficient, capable and pleasant at all times.

I truly appreciate having Mavis on our team.



NOVEMBER WINNER

BRANDON KENNEDY & BERNARD DREYER

Nominated by Karin Roodt

I would like to nominate Brandon Kennedy and Bernard Dreyer for Umvuzo for November.

Their portfolio keeps the entire company online – from Lanseria, Rand, the Heliport, Cape Town, Durban and Wonderboom. They have had to deal with lightning strikes, natural disasters and all other kinds of setbacks to keep the machinery going. They even had to sacrifice watching the World Cup final to fix the system! They are always available and keep cool and calm under trying circumstances.

They truly deserve to be recognised for their efforts.

OCT / nominees

Marnus Gouws by Prudence Mlandu
Marna Marais by Agnes Phillips and Karin Roodt

ALSO NOMINATED IN THESE MONTHS

NOV / nominees

Chenine de Bruin by Agnes Phillips
Anrio Koopman by Engela van Niekerk
Zubar Khan by Pretty Fleet
Israel Mosinki by Louise Ninneman
Duncan Bushupeng by Prudence Mlandu
Pieter j van Niekerk & Jacob Ngcongwane by Darius Reichel
Sabrina Valentine by Bianca van Wyk

Many thanks for your commitment and hard work!

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\$1,495,000 Ex VAT

NEW 2019 Bell 505 JetRanger X

- Garmin G1000H Avionics Suite
- Transponder with Mode S and ADS-B (Out) Enabled
- Engine Indication and Crew Alerting System
- Fuel Flow Indication with Range Ring Display
- Second VHF Transceiver (Pedestal Mount)
- Inlet Barrier Filter
- Air Conditioning
- Dual Pilot Controls



\$399,000 Ex VAT

2011 Robinson R44 Raven II

- 530 Hours Since New
- Garmin 150XL GPS
- Nine Hole Instrument Panel
- Millibar Altimeter
- Artificial Horizon
- Air Conditioning
- Directional Gyro
- Radar Altimeter

**ORDER YOUR 2020
ROBINSON R44 II
AT 2019 PRICING!**



R4,400,000 Ex VAT

1992 Beechcraft Bonanza A36

- 2,542.2 Hours Since New
- Continental IO-550R Engine: 902.2 Hours Since New
- Avidyne Avionics Upgrade
- B.F. Goodrich WX-900 Stormscope
- Avidyne TWX-670 Tactical Weather Detection System
- King KFC-200 Three Axis Autopilot with Yaw Damper
- JP Instruments EDM-800 Engine Monitoring System
- D'Shannon Aviation 20 Gallon Tip Tanks



R320,000 Ex VAT

1991 Beechcraft Baron 58

- 2,559 Hours Since New
- Engines: 686/686 Hours Since Overhaul
- Garmin GNS-430W Nav/Com/GPS
- King KFC-200 Autopilot with Yaw Damper
- Avidyne Avionics Upgrade, Including:
- EX-600 Multi-Function Display System
- Weather Radar
- Traffic Advisory System
- Ground Proximity Warning System



Inviting Offers

2009 Hawker 900XP

- 2,397 Hours Since New
- Engines enrolled on ESP Gold and APU on MSP Programs
- Collins Proline 21 Avionics Suite
- Dual Collins TDR-94D Mode S Transponders w / Enhanced Surveillance and Flight ID
- Dual Collins FGC-3000 Flight Guidance Systems
- Collins TCAS-4000 TCAS II Traffic Alert and Collision Avoidance System



\$950,000 Ex VAT

2008 Bell 206B Jet Ranger

- 1,100 Hours Since New
- Garmin GNS-530 Nav/Com
- Garmin GTX-327 Transponder
- Traffic Advisory System
- Dual Controls
- Rotor Brake
- Wire Strike Protection System
- Grey Leather



Inviting Offers

1994 Embraer 120ER

- 38,720 Hours Since New
- Pratt & Whitney PW118B Engines: On Condition
- Propellers: 7,183/6,263 Hours Since Overhaul
- Traffic Alert and Collision Avoidance System
- Enhanced Ground Proximity Warning System
- Beige Leather Seating
- Galley
- Lavatory
- Observer Seat



R3,995,000 Ex VAT

2004 Cessna 206H Stationair

- 1,650 Hours Since New
- Garmin G1000 Avionics Suite
- Garmin GTX-33 Transponder
- L3 Communications WX-500 Stormscope
- King KAP-140 Autopilot/Flight Director System
- Float Provisions
- Wheel Spats



\$450,000 Ex VAT

2000 Beechcraft Baron 58 Jaguar Edition

- 2,137 Hours Since New
- Engines : 447/447 Hours Since Overhaul
- Dual King KX-155 Nav/Coms
- King KT-76C Transponder with Mode S
- King KLN-90B GPS
- King RDR-2000 Colour Radar
- King KFC-225 Autopilot/Flight Director System with allied Signal Yaw Damper



File photo

\$1,400,000 Ex VAT

2018 Bell 505 Jet Ranger X

- 150 Hours Since New
- Garmin 1000H Avionics Suite
- Traffic Advisory System
- Helicopter Synthetic Vision Technology
- Helicopter Terrain Awareness and Warning System
- Wire Strike Protection System
- Frahm Damper
- Dual Controls
- Air Conditioning
- Operator Accessory Package



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Do you want to give us your feedback or send us some suggestions? We're interested in your views, so contact:

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