



PIETERMARITZBURG
AERO CLUB

established in 1938

FEB / MAR 2019

TELSTAR NEWSLETTER



Photo by Adam Winter

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Pub Talk

Warm fronts and invisible airfields

We were recently visited by Geoff and Janet Scott who came all the way from the UK to fly at our Club (well, okay, that wasn't the only reason, and it wasn't their first visit to KZN). Geoff dropped off a very interesting article he wrote that was published in *Pilot* recently, and has very kindly let us put it in our Telstar. Here it is:

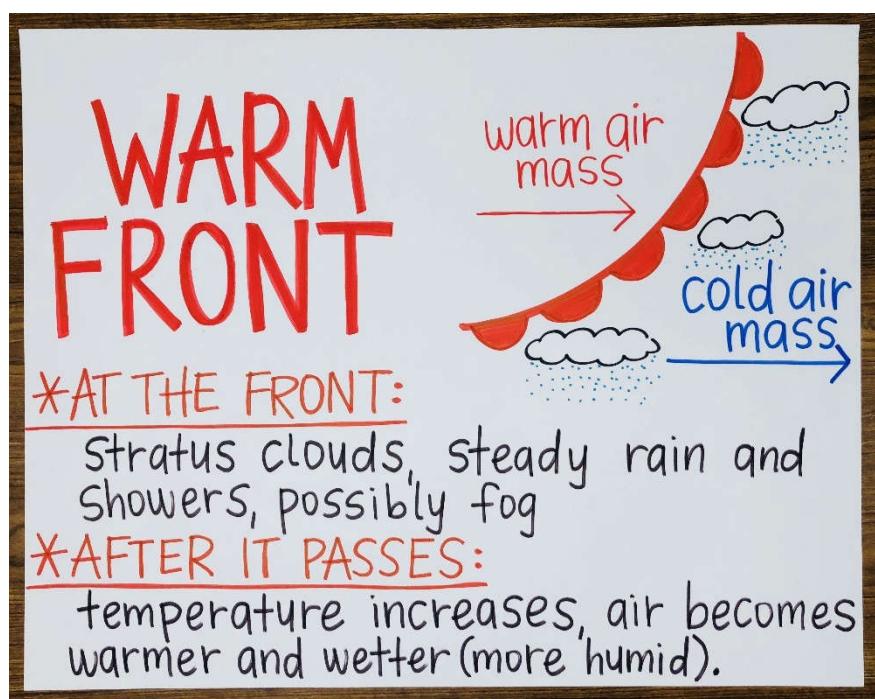
I know where I am, but where's the blasted airfield? – by Geoff Scott

Maybe the thought of a warm front makes you feel warm all over? Well I think I can honestly say that this weather phenomenon is the most frightening of all those that you might encounter while poling around our green and pleasant land, especially if the temperature is below zero near the ground.

One day I took off from Denham to fly our Partenavia to Meppershall, just North of Luton, for an inspection. I cannot remember why I was chosen for this task. I had hardly been in the group for five minutes and had vanishingly low twin time. But I was fairly (arrogantly over-) confident. In those days, Meppershall was not on the half-mill chart but the man at Denham claimed that he knew the field well and that it would be easy to find. He drew me a diagram of the disposition of runway and hangar (though he got the orientation upside down) and said it was just a west of RAF Henlow... I had flown in a Chippie there in my cadet days.

My co-conspirator in this exercise who was waiting with motor at Meppershall assured me that it was easy to find: "just look for the huge Cold War aerial installation a mile or so to the North", he said. So off I went .

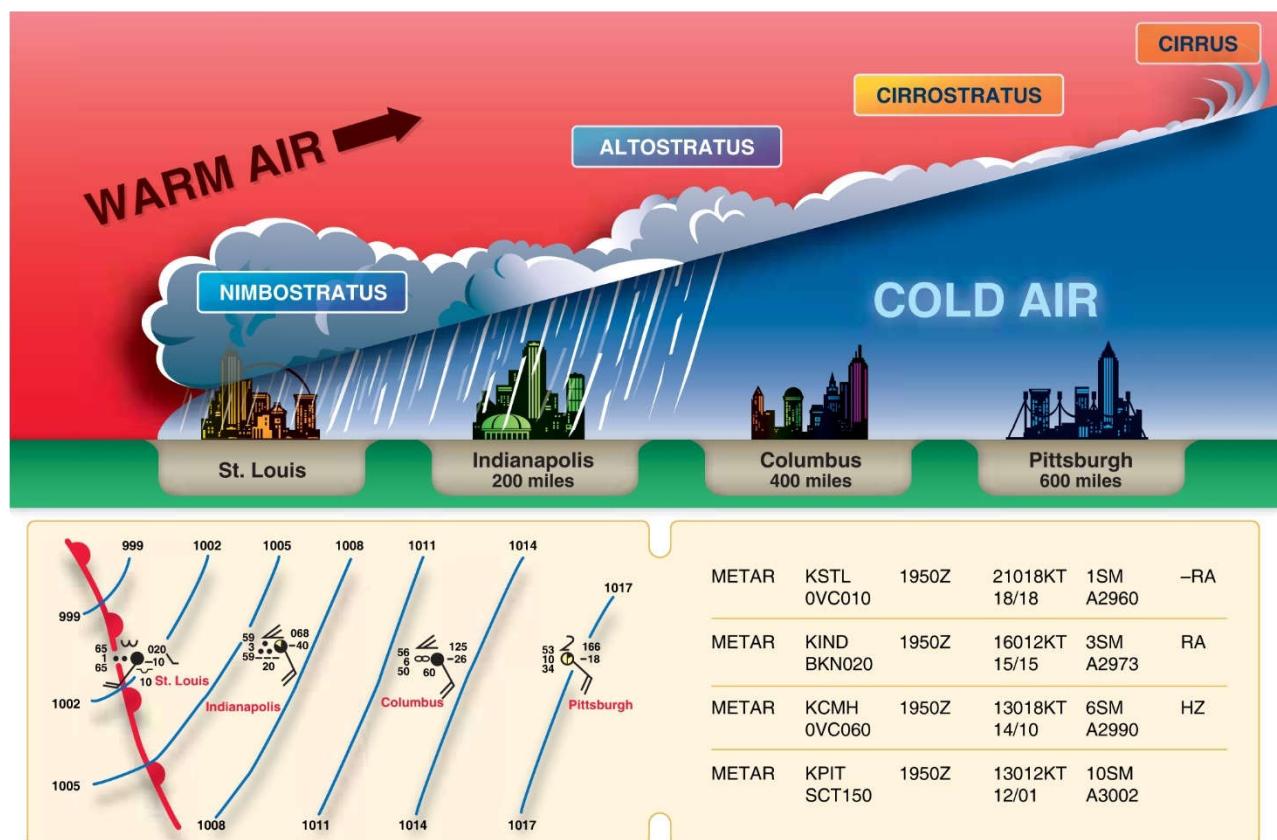
A lovely day: no need to check the weather. After all, the flight was only going to last a quarter of an hour or so. Well, a few minutes after take-off flying North East to ask for a clearance through Luton zone, I hit it. It was



terrifying. I needed to descend to 500' AGL to keep in sight of the ground and visibility was seriously reduced in the rain.

I called Luton and asked for the clearance and they said: "fine, you can fly up the M1 at 500', there is nobody else flying". Warm and reassuring. So I scooted up the M1 to Fiddlesticks or some such and turned right. There were now no recognisable landmarks at all. I flew due East for exactly the length of time needed to reach Meppershall and started to circle. I saw the aerial installation. I flew around....and around....and around for what seemed to be quite a long time. I asked the Luton controller if he knew where Meppershall was. He said he had nothing much to do so he would look for me. A few minutes later he called and said, "I've got the OS out and according to my radar: you are there NOW!!!!". Well I was blown if I could see the airfield and I developed a fixation on a pig farm. Andrew was calling me on a hand-held, but I could not understand what he was saying: clearly, I was flying around in circles in the vicinity of the airfield for all the poor locals to hear. I wonder in retrospect whether they thought there was a crash imminent. Well, eventually I did see the field (HOW COULD I HAVE MISSED IT?) and the set-up to land was straightforward and the landing painless despite the field seeming rather short and the grass being wet.

Example - The profile of a warm front (below)



I went back to lovely Meppershall many times after that, they restored a lovely Luscombe for me after I had run out of confidence in the assembly and later David Morris swapped that Luscombe for the C185

which is the current family mount. I told my wife that the swoop was roughly on a par which only goes to show that she cannot tell one tailwheel from another.



A Luscious Luscombe

Now I must take you back to a much earlier encounter with a warm front. Early in my rather enjoyably disjointed medical training, I met a fellow pilot in Peter Fenwick who had a nice Robin. Well we did not talk much about neurophysiology and I am ashamed to say that I did not learn from him how to properly read an electroencephalogram. *But we did talk a lot about flying* and he recounted how he had recently flown to Denmark for a conference. Well, several years passed and then I too found an opportunity to go to a conference in Copenhagen.

I hired a C172 from Wycombe and was joined by a physicist friend who was the most gifted natural pilot and navigator that I have known. He had recently obtained his license through Wycombe Air Centre and we had both done IMC ratings. So off we went. I do not remember much about the outgoing flight except we passed over the VOR at Heligoland and ruminated on short strips and naturist beaches.

In those days, getting a decent weather forecast was not easy

Conference over, we set off back the way we had come. Now you have to remember that in those days, getting a decent weather forecast was not very easy. I would have thought that to pick up the weather in Copenhagen International airport would have been simple, especially as we had had to file a flight plan. Perhaps the flight planning office was a mile from the Met office, who knows? But I seem to remember that we did not expect to cross a warm front, the one that we encountered on our journey down into

north Schleswig Holstein. The cloud base gradually descended, visibility reduced in the rain but we descended and plodded on quite unconcerned. We reckoned that we would be out of it by Groningen or Amsterdam and routing down the German and Dutch coast was simple navigation. If you stand on the Gog-Magog hills outside Cambridge, there is nothing between you and the Urals (sadly, that is no longer true).

My friend was flying so I put my head down into the maps on to the line which we were following religiously and said “there is nothing at this level between here and Calais.....or actually Dover for that matter”. Then I looked up and saw an enormous post office tower right in front of us. Expletives deleted, my friend gracefully avoided the tower by climbing and turning sharply. After a short discussion, we decided to divert to Hamburg, climbed and asked for an instrument approach. After all, we had done hours of instrument flying, there was virtually no wind and an ILS would be a cinch. But they were not having any of that. A couple of Brit pilots breaking German law flying in IMC without an IR, oh dear me, nein. “Go away”, they said, “go to Hartenholm”. Embarrassingly, we had to ask the controller to spell it out phonetically and then I spent ages searching the map. There it was. Quick bit of dead reckoning and we headed straight for it. But this was a small field in the middle of a forest with beautiful small bright green pastures full of cows, and we could not find it for seemingly hours of circling. Then a guy who flew regularly to the field happened to pass by and somehow we joined up and he shepherded us to the field. An excellent landing and very friendly reception followed. The manager of the flying club had an IR school and he said he would arrange for us to be put up in nice accommodation where he put his students: excellent but it turned out to be an old folks home with chintz curtains and we would be locked in at night. Just round the corner was a nice pub with a pretty barmaid!

Well, of course, you guessed it. I had borrowed Peter’s maps and they were so old that the “post office” tower was simply not built when the map was produced. Later, I went to Stanfords in Covent Garden (yes, they had an excellent selection of aviation charts in those days) to find our tower and there it was. On careful reflection, we decided that we would probably have flown over the tower given our present altitude, but it would have been a close thing.

There is an interesting phase after learning to fly when you either give up because you achieved what you set out to do or you begin to push your boundaries.

Great is the instructor who takes you up in minimal weather conditions to show you that it is not fatal, and that there is a way out. And then you have to try it on your own. Long flights over Europe encountering all sorts of bad weather may lead to the greatest sense of achievement and satisfaction we can obtain. After the minor panic of seeing the tower, we could stay cool and have said “OK we missed that so we will turn right and go straight to the coast and complete that leg over the sea”.

So many lessons were learned by these flights. Nowadays, there is no excuse for taking off without checking the weather (I love the French internet site ‘appli. Mach 7 weather’), or flying with an out-of-date chart because we can easily obtain charts which are updated very regularly. And the GPS makes navigation all too easy. But easy access to weather and so on may not make the GO-NOGO decision easier, perhaps the reverse. Nevertheless, it still happens that you can arrive at an unknown airfield but simply not be able to see it! That is the reason my wife says she does not want to fly solo.



oOo



PLEASE NOTE – LATE CANCELLATIONS

(less than 24 hours), and NON-ARRIVALS

for aircraft bookings WILL BE CHARGED at R400 !

This is less than the cost of the loss to the Club.

WEATHER and UNEXPECTED ILLNESS

will get you off the hook, but please be in contact.

OTHER PEOPLE LOSE THE OPPORTUNITY
TO FLY IF YOU ARE INCONSIDERATE !

Recent Events

KZN Passport Program Launched !

On Saturday, 30 March, our very own exciting KZN Passport Program was officially launched!!



Above the Pmb Aero Club Marketing Sub-Committee from left to right: Telani Lithgow, John Arkley, Lucio Santoro, Johan Riekert and Brian Hawkesworth. Front, between Telani and Johan, our Chairman, Steve Svendsen shows his support.

This exciting new program entices Members to visit a minimum of 15 airfields around KZN and requires the participant to attend at least TWO Pmb Aero Club Qualifying Events. Winners will be announced at the Year End Function on 30 Nov 2019. 1st, 2nd and 3rd prizes are a noise cancelling headset, a personal locator beacon, and a handheld radio.

Rules and airfields are posted on the Club Website at <https://www.pmbaeroclub.co.za/qe>

The entry fee is R300. New Members get a passport included in their once-off Admin Joining Fee. Pilots and non-pilots may enter the Competition.

The KZN Passport Program Rules of Participation

To win, KZN Passport holders must complete the following:

1. Visit 15 of the 25 Selected Airfields listed on the left, and arrive by Aircraft.
2. Prove the visit with a photograph(s) showing the participant, the Aircraft and the Pmb Aero Club KZN Passport Program Sign placed at the Airfield.
The photograph(s) must be date stamped and the number on the sign must be visible.
3. Attend a minimum of TWO qualifying Pmb Aero Club events. **FIVE POINTS** will be allocated per qualifying event. (See the Calendar or download the following pdf for qualifying events)
4. Score the highest number of points to win.
5. No more than ONE airfield PER DAY will qualify unless part of a Pmb Aero Club Event.
6. The pilot and all passengers who are signed up for the passport program may all earn equal points at the destination provided they furnish the proof above.



ONE Point TWO Points THREE Points FOUR Points

McKenzies	Virginia	Margate	Port St Johns
Eva's Field	Sunset Strip	Harding	Ulundi
Lawrence's Strip	Bingelela	Ladysmith	Mkuzi
Howick	Creighton	Battlefields Country Lodge	Tandweni Villa
Light Flight	El Mirador	Amphitheatre Lodge	HluHluwe
	Himeville	Eshowe	Sodwana
	Craigieburn Dam Strip		Phinda
	Lake Navarone		Empangeni



LOOK OUT FOR EVENTS INCLUDING THE MORE HARD-TO-REACH AIRFIELDS

Women With Wings

The Women with Wings Club officially launched at the Pietermaritzburg Aero Club on 23 Feb this year.



Even the weather itself changed... heavy clouds black with rain, spears of lightening brightening the sky in intervals, and grumbles of thunder in the distance...

perhaps a clear sign that change is on the horizon?



WWW presently consists of 14 women made up of Commercial Pilots, PPL's and Student Pilots.

Perhaps it is only fair to remind the stalwarts of aviation that the last two Spot Landing Competitions were won by WOMEN?! Who will compete this year?



Left to right: Kelly du Preez, Sarah Mingay, Telani Lithgow, Sonali Singh, Lara Denton, Sequence Dondo at the first ever WWW get-together in the Pmb Aero Club Pub.

The second WWW meet-up was a Cocktail Evening at the Club on 29 March.

A delicious spread was organised by Kelly as the WWW sipped Martini's and other gin-based cocktails.



From left to right: Sasha Wüst, Kelly du Preez, Sonali Singh, Nicole Schwülst, Sarah Mingay, Shelly Steijl, Lucinda Batty, Telani Lithgow, Sindi Ndaba

oOo

Upcoming Events

80th Celebration

This has been postponed to an 85th Celebration in 2023.

Breakfast Fly-In "Out of Africa"

Breakfast in the Bush

When:	Saturday, 27 April
Where:	Amphitheatre Lodge
Time:	09h00 LMT
Lat/Long:	S28°39'21.0" E029°09'00.0""
Elev:	3900ft
Rwy:	11/29
Sfc:	1000m Grass

This is a QUALIFYING KZN PASSPORT EVENT !



Varied Breakfast Menu available, Cash or Credit Card. The strip will be mown. The Lodge and Breakfast are in strolling distance. Don't miss this as the Strip is often rough!

Solo Party and Safety Evening

When: Friday , 12 April

Where: Pmb Aero Club

Time: 18h00 LMT

Come to celebrate FOUR SOLO STUDENTS: Nicole Schwülst, Richards Bam, Sonali Singh, Sarah Mingay,; and TWO PPL's Nathan Lindsey and Haden Jacobs!!!

Club Comms

Fresh PPL's

CoNgRaTuLaTiOnS to Nathan Lindsey who passed his PPL Flight test in ZU-WES on 12 March 2019, and to Haden Jacobs who passed his PPL in ZS-FMX on 20 March 2019 ! WELL DONE!!

New SOLO Student



Richards Bam
who
flew SOLO in
ZS-KVW
on
28 February 2019

COOnGrAtULAtIOnS to



Sonali Singh
who
flew SOLO in
ZU-SAA
on
4 March 2019

Sarah Mingay
who
flew SOLO in
ZU-SAA
on
10 March 2019



WOOOHOOOO!! Well done to you all !

oOo

Help Us Help You !

Have you ever rushed to do your license renewal as it's about to expire?

Has your license ever expired without you noticing?

Have you ever over-flown your Medical expiry date?

Life gets busy, and it is so easy to miss something that only comes around once a year!

That's where Pmb Aero Club Membership offers you yet ANOTHER fabulous BENEFIT !

How? - By getting on board with our online auditing & booking system - SEAMS !

As well as this, you can Authorise your flight, and sign back in while sitting in the aircraft using your cell phone or tablet!

Please take a few minutes to send us your up-to-date information as listed below.

If you are already on SEAMS Aviation Auditing, then you can happily ignore this!

Please drop off copies or send the following as a picture or pdf by whatsapp to Telani on 082-490-1654 or by email to telani@pmbaeroclub.co.za :

1. Page 1 & 2 of your flying license
2. page 3 & 4 of your flying license (address, ID & dob)
3. page 8 of your flying license (license expiry dates)
4. aviation medical showing expiry date
5. your cell #
6. your email address
7. your weight (for the automatic M&B calculation)
8. your next of kin's name
9. relationship to your next of kin
10. contact number for your next of kin

It should take you less than 5 mins. It will take us a lot longer to capture it for you!

What happens next?

Once your information is captured, you will be sent your Username and Password by email or SMS.

You can change your password to something you will remember, or simply save it.

With this info, you can log in to SEAMS www.aviationauditing.co.za or via www.pmbaeroclub.co.za, where you will be reminded when your documents are about to expire, 3 months, 1 month, in advance, and when expired.

- You will be able to book, edit or cancel Club Aircraft for hire-and fly.
- You will see at a glance how much time is left to 50hr oil change and to MPI.

You will also be WhatsApped your Authorization Code. This represents your SIGNATURE.

You will need this code to authorise your flight (sign out and back in).

This system keeps track of aircraft hours flown, and covers all the legally required sign-out information, including Mass and Balance, your license number and aircraft type and registration (automatically captured without your input required)

Yes it's a little different to what you are used to, and yes it won't let you sign out without ALL the legally required info input, so it complains if you are being sloppy. Ag shame. At least it protects you from yourself and all of us from each other ! :D Isn't that simply fAbULoUs ?!

Please note, however, for now we are doing double work, signing out and in, in the

Auth Books and online until everyone has the hang of the online system. So don't keep everyone else waiting! Climb aboard! WoooHooo!

oOo



Arriving at the Club on 4 Feb, it was clear that there would be little shade available. The wind the night before had been particularly persistent in ensuring the sun baked down on the cars. Fortunately, the vehicles and airplanes escaped unscathed.



Kearsney College Career Expo

The annual Kearsney College Career Expo was held on 13 March. The Pmb Aero Club was once again represented at this event to showcase aviation as a career option.

There was a lot of interest shown in our stand, and twenty-five students signed up for trial lessons. The new Club website drew a lot of attention especially since one of the student pilots featured in the video is currently a prefect at Kearsney.

This year we had a very good position and were able to be seen from the entrance to the hall clearly



There were close to 800 students from the following schools at the expo:

1. KwaNtebeni Comprehensive High School,
2. Khabazela High School,
3. Thabela High School
4. Zwelihle High School
5. Hillcrest high school
6. Kloof high school
7. Waterfall high school
8. Maristella
9. Crawford
10. St Mary's
11. Westville Girls



12. Curro
13. St Anne's
14. Thomas Moore

If any Club Members may be interested in assisting with the Expo next year, we would be most appreciative.

It is a long, but rewarding day, and Kearsney College always provides much appreciated coffee and snacks for the exhibitors. Please let Telani know if you are willing to help next year.



oOo



Light Sport Aircraft Corner – something new

Our TELSTAR Editor in Chief, Telani has asked me to write an article on Light Sport Aircraft. It is a subject that is close to my heart as this is the license for which, at the age of 70, I decided to start flying training. The rationale was that I could wake up on a beautiful day, look out of the window and if the weather permitted, fly off into the wide blue yonder.

You have to make up your mind about growing up and becoming a pilot. You can't do both.

The National Pilots License guys are a great bunch who are always willing to help and share their experiences to our up and coming young students.

Without trying to “guild the lily” I have put together a few lines outlining what the NPA is all about.

Light-Sport Aircraft

Whether you're completely new to aviation or are already an experienced pilot, light-sport aircraft (LSA) and the corresponding National Pilots License make flying easier, more affordable, and more accessible - not to mention fun!

The National Pilots License enables new pilots to learn to fly half the time and for half the cost of previous alternatives, while existing pilots can transition to a simpler world of recreational flying that's free from hassles and red tape. The LSA category encompasses a wide variety of aircraft including two-seat ultralight-type designs and powered parachutes, antiques and classics, and the latest composite aircraft. Whether you want to buy or build, you'll find an aircraft that's right for you!



Getting Started

To fly as a sport pilot, you need two things: an aircraft that meets the Light-Sport Aircraft criteria, and a sport pilot (or higher) certificate. Whether you're just about to learn to fly for the first time or you're a long-time pilot looking to transition, Pietermaritzburg Aero Club can help.

Become a Recreational Pilot

Becoming a Recreational Pilot is one of the most straightforward ways to get into the air. It's cheaper and less complex than obtaining a full-fledged private pilot certificate but offers more privileges than those available to ultralight pilots.

For many people, the NPL represents the perfect middle ground.

Essential Steps

What are the steps involved when training as a new recreational pilot? The major elements of your flight training will include:

Preparation for the written test.

You'll have to pass a written test as part of achieving your NPL. You may take the test at any time during your flight training, or up to two years in advance of completing your training. There are many good self-study courses available or you may take a ground school course at a local flight school or community college. As a prerequisite of taking the written test, you must have written proof of having successfully completed ground instruction and the provider of the instruction must be certified.



Dual instruction

This is the phase of flight training that entails having your instructor with you in the flight training aircraft. Most hours flown before obtaining your license will be with an instructor.

Acquisition of a Student Sport Pilot License

Before you may engage in solo flight training, you will need a Student pilots Pilot license issued by RAASA (Recreational Aircraft Association of South Africa).

Solo flight training

One of the major milestones in learning to fly is your first solo flight. Ask any pilot, and they can vividly recall the details of the first time they flew solo. When your instructor believes you are ready, he or she will "set you free" to fly on your own as you work toward the completion of your flight training. You will need to complete at least five hours of supervised solo flight during your airplane flight training.

The cross-country flight

An important element of your flight training will entail your conducting a "trip" in the airplane. That is, you'll depart from one airport and land at one or more different airports before returning to your home field. This exercise will ensure your ability to fly and navigate. Your flight instructor will oversee each cross-country flight.

The oral and practical test

Once you have completed the different flight training requirements and your flight instructor is satisfied that your flight training is complete, you will need to pass a "check ride". The check ride entails an oral exam followed by a hands-on flight test, both of which you must pass to obtain your National Pilots License. You must take your check ride with a designated examiner. That way, an unbiased set of "fresh eyes"

examines your knowledge, practices, and proficiencies at the controls.



Existing Pilots

An individual holding a NPL or higher may exercise the privileges of a recreational pilot certificate, provided the holder complies with the privileges and limitations of an NPL.

The main benefit for existing pilots is that recreational pilot requires only a valid class 4 certificate to establish medical fitness.

by John Arkley



The way to travel...



Go BIG or go home!

Here's the size of a real bush plane recently purchased by Marc Germiquet, size demonstrated by James Bently, owner of Eva's Field.

It is an American STOL amateur-built aircraft, The aircraft is based on the design of the Piper PA-18 Super Cub and is supplied as a kit for amateur construction.



Pic: Craig Lang

In the hangar

The Back Country
Super Cub Rev 2
makes Cameron
McKenzie's Gorgeous
Carbon Cub look little.



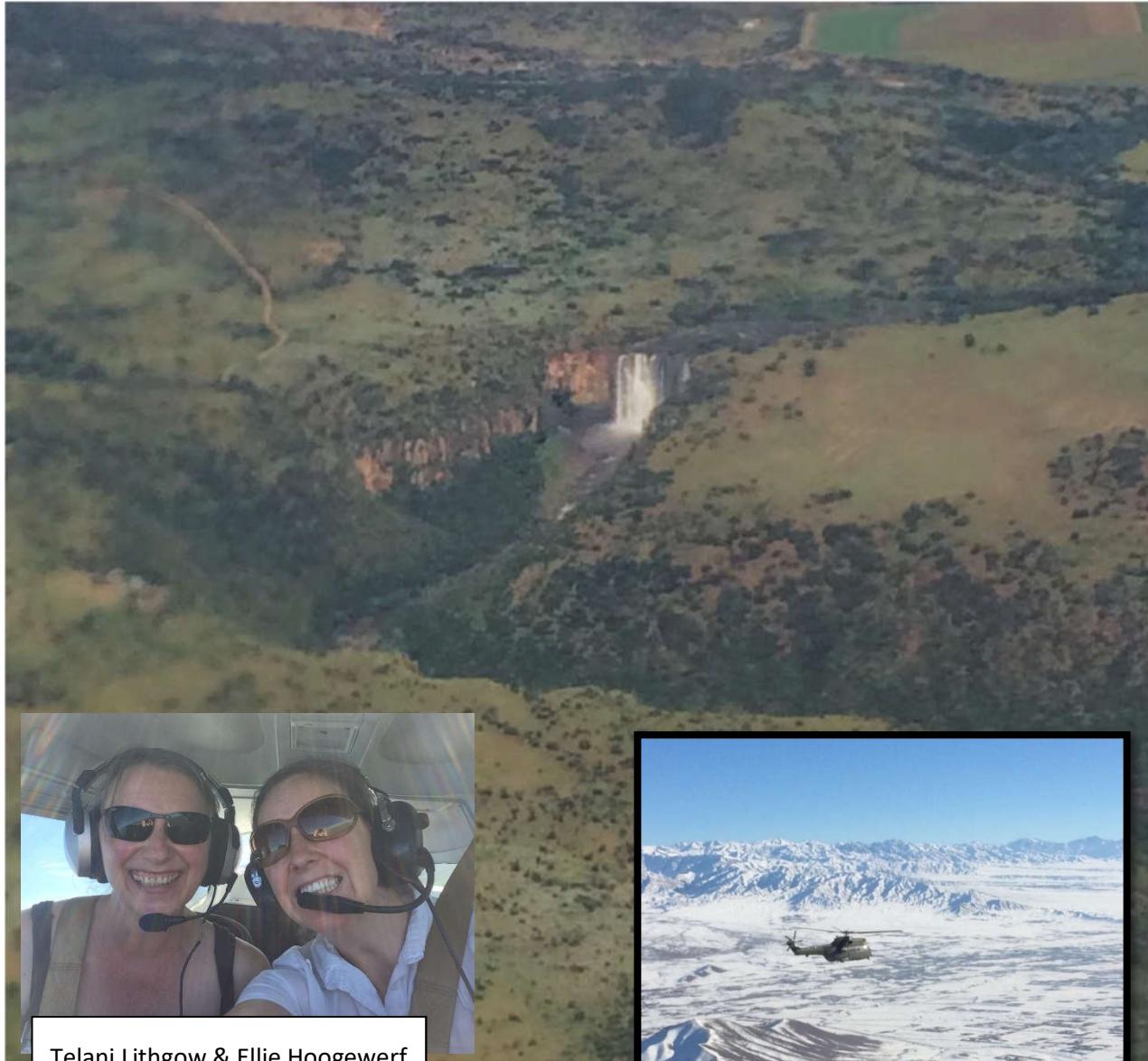
Pic: James Bently

Briefly Back Home

Elanor Hoogewerf, (Ellie), who did her PPL with Mel Barker, here at the Pmb Aero Club, quite a few years ago., and now flies helicopters for the military, came back for a speedy visit, and renewed her PPL.

During her PPL renewal, which required a cross country flight, we went straight over this magnificent waterfall in the Tugela River, behind Craigieburn Dam en-route from Greytown to El Mirador.

It is exquisitely beautiful and rugged country. Anyone know what these falls are called?



Telani Lithgow & Ellie Hoogewerf

It is a stark contrast to where she is currently flying
in Kabul...

oOo

New Club Members:

A warm welcome to our new Members, Mike Hunter, Richard Goble, Tyron Gibbs, Connor McClelland, Caitlyn Niekerk and Siyabonga Mthembu, Wesley Parry, Roald Nanny, Clinton Armour and Andrew Meyer.

Fleet hours & Rates



Aircraft	Hours Flown	
	Jan 2019	Feb 2019
ZS-KVW	8.6	12.6
ZS-KNI	10.4	11.1
ZU-WES	23.3	29.1
ZU-SAA	n/a	28.7

wef 26/11/2018 15% VAT incl :

Aircraft	Solo	Dual	Training l/fee	Landing fee
C172	R2 100.00	R2 502.50	R 24.85 per ldg	R 124.25 per ldg
Sling	R1 380.00	R1 785.50	R 19.40 per ldg	R 96.97 per ldg
Arrow	n/a	R3 591.00	R 24.85 per ldg	R 124.25 per ldg

Our aircraft news...

ZS-KVW – C172 ...Cessna 172...

KVW's Garmin 650 radio/GPS/VOR is back in place and in good working order.



ZS-KNI – C172 ...Cessna 172...

KNI's second radio back in and working, although

ZU-WES – X333 ...Sling 2...

Please do not use the T/O prop setting in WES (unless you are in trouble for some reason the CFI and Safety Officer may not want to hear about), please use the Climb setting ONLY in circuit training. On Nav's you can use the cruise setting as well. This is to protect the exhaust from cracking on a far too regular basis. We are awaiting the new design for the gears to be released, which the AMO's hope will solve the gear wearing and exhaust cracking issues in WES.

ZU-SAA – TC06 ...Sling 2...

ZU-SAA has been working hard, and filling in when WES has been busy or out of service.

oOo

Hot Starting a Lycoming can sometimes be a painful experience!

A Pilot's know-how through practical experience follows.

The A/C POH will have a hot start procedure to follow but sometimes that will also not always work. It might sometimes be worth delaying your start especially if you are in a remote area. A general procedure I use (it's not fail-safe!) is:

1. Master on
2. Throttle full open
3. Mixture full rich
4. Fuel booster on for +-5seconds or till pressure is in green or fuel flow indication achieved...then switch OFF.....NB using the fuel booster pump does NOT work for many other Lycomings at this point! The POH may suggest this.
5. Mixture to idle cut off
6. Leave throttle full open
7. Mags on and start
8. As prop turns ... switch fuel booster pump on
9. As cylinders begin to catch wait for at least two or three to catch before advancing the mixture to rich....and bring throttle back to settle engine into a fast idle
10. Switch fuel booster pump off

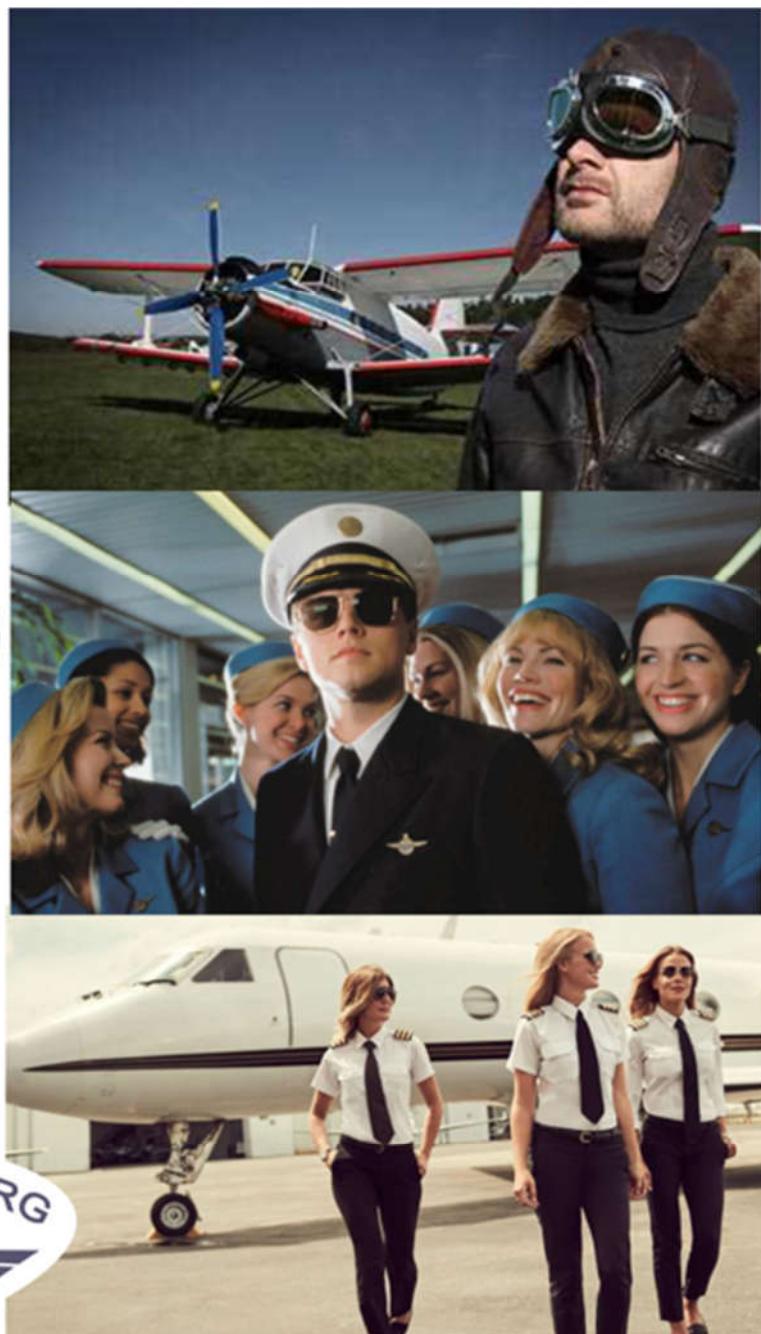
11. Some engines may suddenly lose power ...be ready to pump the throttle should you need to.
12. If your start fails and your battery is a bit run down and you are in a remote area leave your engine to cool down and your battery will generally recover some power sufficient enough to crank the prop for a start.

A fuel injected Lycoming Maule super rocket for instance will not like to have fuel boosted prestart!

.....but some Piper Arrows do...

Have you seen our Notties Post Ads? Here is one:

WHAT
TYPE
OF
PILOT
WOULD
YOU
BE
?



www.pmbaeroclub.co.za

Our Aero Club Committee:

President:

Anthony Grant



Chairman:

Steve Svendsen



Treasurer:

Martin Hellberg

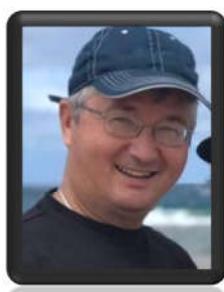


Committee Members:

Gary Hughes



Brian Hawksworth



Lucio Santoro



Johan Riekert



John Arkley



The **AGM** is on **Friday 24 May** when the previous year will be summarised and **YOU** will have the opportunity to elect the next year's Committee!



Brian Hawkesworth and Associates

Authorised Financial Service Provider
Certified Financial Planner



We are a long term insurance brokerage.

Licenced with all major South African Assurers:

- Life Insurance,
- Investment,
- Medical Aid.



Personal Financial Planning



Business Financial Planning

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taking care of your future



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RELIABILITY QUALITY STRENGTH

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italeng@mweb.co.za

www.italiaengineering.co.za



Gryphon Flight Academy

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!

We offer:

MCC training (Multi Crew Co-ordination) course
Initial turbine ratings
HPA certification (High Performance Aircraft)
B190 training
BE20 training
Combined B190/BE20 Training
C208 training
PC12 Training
E120 (Embraer) Training
JS41 training Training
BE9L training
B350 training

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* * *

Instructors Input

Safety Culture – pop quiz

1. Why do some aircraft pitch nose down, and others pitch nose up when flap is deployed?
2. What does AIP stand for, what is in these volumes, and where can you find them?

oOo

Member's Submission

Please feel free to contribute if you find something interesting, an article, a joke, a recommended book, or, even better, a personal experience.

Please also feel free to contribute flying related content on the Members Only Facebook Group: Pietermaritzburg Aero Club (PAC).

Until next time, happy flying!



Telani Lithgow

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