



PIETERMARITZBURG
AERO CLUB

established in 1938

JAN 2020

TELSTAR NEWSLETTER



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“Mistakes are inevitable in aviation, especially when one is still learning new things. The trick is to not make the mistake that will kill you.”

— **Stephen Coonts**, *naval aviator and author*

Pub Talk – Bush flying in Botswana

Lloyd Wilmot, father of one of our present PPL students, originally a Crocodile Hunter in the Delta, turned Professional Guide, and a Private Pilot throughout, shares stories of his rather remarkable life.

Below is a story from his second book, Ashes of a Campfire, (if you enjoy both flying and wildlife you can purchase a copy of his first book, “Embers of a Camp Fire”, from the front office, and for his Second Edition copies of Embers, contact Annerien Lewis in Pretoria 0825813340).

He has had some pretty incredible experiences!

AVIATION OBSERVATIONS

The Okavango delta covers approximately fifteen to twenty-two thousand square kilometres depending on annual flood levels. In the early days, access was by boat and dugout. The colonial period airstrips were on the outside of the delta. Then the early hunting safari companies established airstrips to facilitate their hunting operations in their concessions in the early sixties. These concessions were later divided into yet smaller blocks and many designated for non-consumptive (photographic) safari use. As more camps and lodges were established, aviation boomed. The skies became crowded and Maun, the gateway and administrative capital of Ngamiland, today has more aircraft movements per day than all other airports in Botswana combined. Today, there are so many airstrips and airfields scattered in and around the Okavango delta that, like in Mpumalanga in South Africa, if a pilot developed engine trouble, he would probably have two or three airstrips to choose from for an emergency landing.



In the early days of Botswana's tourism/aviation boom, the venerable workhorse was the Cessna 206 with a belly pod. These capable planes were able to get into and out of short bush airstrips and haul amazing loads. Having owned and operated a C206 for thousands of hours over the years, I can attest to their rugged hard-working capabilities. As tourism grew, some operators began using the Australian Airvan which was cheaper to buy. As tourism numbers grew, the Cessna 209 or Caravan came into greater use. Airstrips were upgraded to higher safety standards. Many young men and women from all over the world flocked to Maun seeking an exciting Bush pilot's job. It was inevitable that there would be aviation incidents and accidents from a wide variety of causes. The hazards of colliding with wildlife including vultures and eagles to weather-related errors of judgement all took their toll. Airstrip surfaces could change with the seasons and range from sandy or grassy to hard clay or gravel. Rains or floodwater increased dangers.



My first plane was a Piper Colt PA 22. In fact, I learnt to fly in it. My instructor was Neville Austin and he taught me a number of tips not normally covered in suburban flight training courses. Knowing me and my safari operations, Neville demonstrated and taught little extras and I credit these tips to getting me out of difficult situations at times.



They ranged from dog's leg take-off runs for very short strips to hauling off the nosewheel as soon as possible to reduce drag. Manual flaps can greatly assist too on occasions when an extra notch is applied to get airborne when close to flying speed then bled off slowly. The use of a low mound or ridge helps to

bounce a plane into the air if near rotation speed and if not, certainly gives a momentary increase in speed as all wheels leave the ground. Neville taught me power approaches for short strips whereby the aircraft is hanging on the engine's power at a high angle of attack. This lowers a plane's approach speed. As the main wheels touch and one cuts the power before touching the brakes, the result is a rather short roll to full stop.

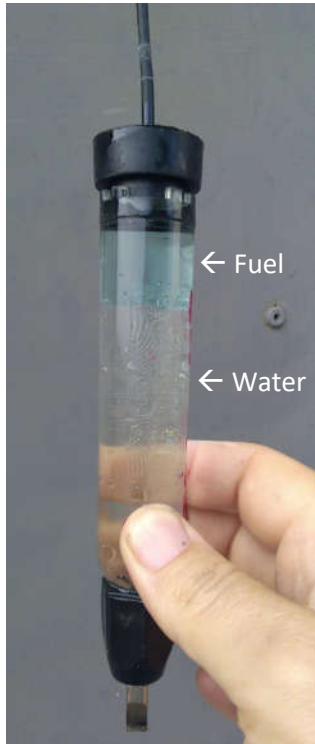
My Piper Colt broke a brake pipe in the port undercarriage leg one day, resulting in no brakes. I telegrammed Neville to kindly find me a spare part in Pretoria as soon as possible as none were available in Maun. Days went by and I had to keep using my plane. My solution was to resort to power approach landings and doing a series of Ss down the runway to slow the plane. Sometimes, I ran the main wheels into the grass on the verges to slow down. After long weeks, Neville sent me a coil of copper piping and a flaring tool, suggesting that I make a repair. I thought he was joking. In the end, I removed the broken pipe, cleaned the outside with sandpaper and acid, silvered it with solder then wrapped the break in tight coils of copper wire. I dipped it in acid and applied a layer of solder to cover the copper wire. It was sealed shut. After refitting it and bleeding the brakes, it worked 100%.

Neville also taught me that if in doubt about how firm or sticky the surface of a runway was, one could come at a higher landing speed and run one wheel to gauge the drag. If sticky, one has sufficient airspeed to lift the wheel clear and open the throttle. Some measures I learnt myself include the handling of imminent collision with a vulture. Anyone who has ever tried to join a thermal of circling vultures will know that as you approach, the vulture, fearing impact, will fold its wings and drop like a stone. Each encounter with vultures varies and how to avoid collision will be up to the pilot to decide. But if faced

with imminent direct impact, I have found that immediate throttling back and pulling the nose up steeply has avoided collision. The vulture will automatically drop away like a



stone. Better to put a solid engine between you than pushing down the nose and have the vulture come through the windshield. Pulling up sharply slows the plane which lessens impact speed if it occurs. Once the danger has passed, one can level out and open the throttle again. Passengers might experience momentary positive Gs followed by a brief weightlessness.



The Okavango delta is a vast wetland. Depending on the season, there is high humidity and the dewfall can be heavy. Water condensation in fuel is a real and constant hazard. The usual fuel drain and inspection during pre-flight checks as taught in flight school is often not enough. Those insidious fine dissolved droplets need only some taxing to vibrate together and become dangerous drops. After a few cases of spluttering engine after getting airborne, I have learnt to be more thorough. On one occasion I was four kilometres south of Savuti airfield climbing on course for Maun when the engine died in my Cessna 175. I had done a proper pre-flight check, draining water until there was nothing left. As the plane dropped, I turned it around and desperately pumped the throttle. The engine surged, spluttered and cut out again. By repeatedly pumping the throttle, with a series of surges and splutters as the plane steadily lost altitude, I was able to drag it over the threshold and land safely. On checking all drains once again, I was amazed at

how much water I found. Yes, it was the summer rainy season and conditions were humid. The plane had stood for about a week and weathered a couple of rain showers. But I never expected such water to mysteriously appear out of nowhere.

After this episode, I began my pre-flight checks by rocking my wings by hand as I got to the plane. This would dislodge any heavier drops of fuel from the roof of the fuel tanks. Then, I would do my drains and inspections thoroughly, do my run-up to warm the engine before taxiing to the departure point. I would then switch off the engine, get out and check the fuel again. Sure enough, those microscopic droplets had, through engine vibration and taxiing over, become dangerous levels of water that could well have caused engine failure. My advice to pilots is to do what you were trained to do but take into consideration the local conditions, especially humidity levels in the summer rainy months or the Okavango delta's moisture-laden air. And if you do find copious amounts of water during checks, take that as a warning. Run up your engine, taxi over to the holding position and switch off for yet again. You might be surprised at what you find. That last check could save your life and a good aeroplane. Factor in the local conditions.

Aircraft vary in performance and all have a sign indicating maximum baggage weight allowed in the baggage compartment. In my Cessna 175 (Doyn Conversion) I have learnt to distrust that allowance. Mostly, I flew freight and would cram six packs or such heavy grocery items under both the pilot and passenger seats to keep the C of G within range. In all the remaining loading space, I learnt to load carefully, distributing the load properly – heavy items towards the front and the lightest bulk items like packaged loo paper, for example, to the rear. A balanced aircraft is comfortable to fly even when at maximum all-up weight. Sometimes, flying with the family, the luggage would be too heavy to put all of it into the luggage compartment. In such instances, I would put a heavy suitcase on end between the children's feet. Rather a minor discomfort than a long flight with excessive forward trim.

Flying students are taught the simple precaution of some upward trim of the controls when flying low-level. But that lesson is sometimes forgotten with the passage of time and lack of practice. Refrain from 'buzzing' low-level into the sun especially in late afternoon or early morning. Avoid –'buzzing' downwind. Safer to do it into the wind, if you must. Flying low, which gives one a sense of speed and is less boring than flying high, straight and level, is a great temptation but will always be risky. Avoid it. There are few things more useless in flying than sky above you if something goes wrong. If you want to glance back at something or someone that you have just flown over, just skid the plane momentarily by kicking the rudder pedals. Impulsiveness and flying are a bad mix. It has almost killed me a number of times. Get-home-itis, that impatience to get somewhere for whatever reason even if Met says there are "embedded thunderstorms" cost me a two-day delay in the desert. (See Down in the Desert in Embers of a Campfire) It remains the scariest of a number of scary moments in my flying career.

The joy of flying can be explained in so many ways but whatever one flies, to be able to move through the air and look down at earth from above as eagles or angels would, will always be a great joy. I would urge any and everyone who ever got an opportunity to learn to fly to seize that opportunity with both hands. It would lead to new horizons – literally and figuratively.

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Collecting points for the KZN Passport Program?

How far have YOU flown??

<https://www.pmbaeroclub.co.za/kpp>

Upcoming Events

Bring & Braai & Safety Meeting (a qualifying KZN Passport Event)

When: Fri 7 February
Topic: Flying Tips from an Experienced Pilot
Presented by: Steve Svendsen (our Chairman)
Time: 6pm



Don't miss out on this one, Steve has been in the Aviation game for many, many, many years and has some amazing stories to share! He is also the ONLY pilot I have ever known who has managed to provide meat for dinner, without wasting a bullet, AND land a plane AT THE SAME TIME! The Impala ran across the runway on landing, and the tail tie-down hitch dispatched it with a conk on the head. He tells it better.

Pilot's Valentines for Singles and Couples

When: Fri 14 February
What: Bring and Braai
Where: At the Pmb Aero Club
Time: 6pm to whenever

Salads provided, just bring your "stukkie vleis".
Braai fires will be lit, Pub will be open. Dress however you like and join us for a fun, relaxed evening.



ALL welcome, (yes, even friends and family).

Restricted Radio Course

When:	Sat & Sun 22-23 February	Bring: The Pilot's Radio Handbook, WAC
What:	Restricted Radio Course	Book & WAC available from Club Shop
Presented by:	Telani Lithgow (RTE)	Bring: Your lunch and snacks
Time:	8h00 to 17h00 both days	6 spots only
Cost:	R1000 ex VAT	Confirm with Telani 082-490-1654

Club Comms

Cooking from the heart

It is with great joy that we welcome King's Kitchens as Club Members at the Pmb Aero Club.

The owner, Grant van Staaden, is a big man with a big heart, and the answer to our gastronomic prayers at the Club.

As you may or may not know, it is a challenge to provide meals at the Aero Club. The reason for this is that whomever runs the kitchen, may not advertise to anyone but Club Members in order to serve meals at the Club, and the number of Club Members supporting the Club Kitchen is insufficient to keep the Kitchen profitable enough to keep it open.



The attempt to run Don Carlos Restaurant from our premises has failed, as it was unable to turn a reliable profit with advertising restrictions among other challenges. The difference with Kings Kitchens is that they needed premises as they outgrew theirs. They deliver meals to their existing client base, which means no conflict between the Club and the existing restaurant in the Terminal building! Kings Kitchens is not run for profit, as Grant has an IT business for that purpose.

It's a WIN-WIN for the Club, as we get delicious, substantial home-cooked meals for R25, frozen; or fresh if we order in time, even though we buy insufficient meals to keep any restaurant run here, open.

It is Grant's BIG DREAM to open up an NGO, (which he is presently working on), and create a Coupon System so that we, as citizens and business operators of Pietermaritzburg, can purchase these tokens to give to our increasing number of beggars lining the streets of Pietermaritzburg's inner City. He already has businesses ready and willing to keep his meals in town, to give to whomever has his token, for a meal.

I am not sure exactly how this is going to be done, but this idea of his brings tears to my eyes. What a wonderful and caring initiative. As I said before, the man has a BIG HEART. We are privileged at the Aero Club to have him here.

Thank you to our Club Committee for finding such a workable solution!

Please see the current Menu on the next page. There will be small changes from time to time.



Home-Cooked Meals – R25 per serving

Please order your meals through Nic at the front office 033-386-8303.

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
Spaghetti Bolognese	Cottage pie	Curry beef	Beef pasta	Vegetable Casserole
Mac and Cheese	Chicken Curry	Chicken à la King	Chicken Pasta	Chicken casserole
Chutney/Mayo and Mushroom Chicken	Potato and Veg bake	Vegetable stir-fry on brown rice	Veg Breyani (When available)	Mexican Mince
				Chicken Breyani (when Available)

1 MEAL = 300G-350G SERVING FOR ONLY R25

YOU MAY ALSO ORDER THE FOLLOWING AS FROZEN MEALS A WEEK IN ADVANCE: , Boerie Jambalaya, Spaghetti and Meatballs, Chicken Casserole, Ham Pasta, Sweet and Sour Beef and Chicken, Mince and Rice, Hungarian chicken, upside down baboeti

ALL MEALS R25 EACH – DELIVERY add R5 -NO MINIMUM ORDER

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Fuel Price



Fuel Prices per litre

incl VAT	Dec'2019 Rate	Jan'2020 Rate	Feb'2020 Rate
AVGAS	R20.70	R20.70	R21.30
JET A1	R14.50	R14.50	R14.50



- “There is no reason to fly through a thunderstorm in peacetime.”
— Sign over squadron ops desk at **Davis-Monthan AFB, Arizona, 1970.**
- “There is no reason to fly through a thunderstorm.”
— Sign over squadron ops desk **at Udorn RTAFB, Thailand, 1970.**

Discount on flying hours

The *GREAT* news continues this year, discounts available on block flying hours paid in advance:

Platinum 48 hrs per year	Gold 24 hrs per year	Silver 12 hrs per year	Bronze 6 hrs per year
PPL	ave 2hrs / month	ave 1 hr / month	for Recency
10% discount on standard rate	7.5% discount on standard rate	5% discount on standard rate	2.5% discount on standard rate

The more hours undertaken by the Member to fly within a year, the better value the aircraft hire rate per hour for the Member.

The discounts are specific to the aircraft type, and are **only valid for advance payment** and are based on aircraft **hire rate**. Instructor Rates are not being discounted.

The discount will be related to the aircraft rate when you purchase the package and will be valid for 12 months.

Effective 1 Feb 2020, your savings would be as follows:

C172 @ R2100 incl VAT					
Flying Membership Packages					
		BRONZE	SILVER	GOLD	PLATINUM
	annual flying hrs:	6	12	24	48
per hour	% DISCOUNT	2,5%	5,0%	7,5%	10,0%
	YOUR PRICE excl VAT	R1 780,43	R1 734,78	R1 689,13	R1 643,48
	VAT incl	R2 047,50	R1 995,00	R1 942,50	R1 890,00
Members Total Discount:		R315,00	R1 260,00	R3 780,00	R10 080,00
Total Package Cost		R12 285,00	R23 940,00	R46 620,00	R90 720,00
Existing Rate		R12 600,00	R25 200,00	R50 400,00	R100 800,00

incl VAT

Flying Membership Packages					
Sling2 @ R1541 incl VAT	annual flying hrs:	BRONZE	SILVER	GOLD	PLATINUM
		6	12	24	48
	% DISCOUNT	2,5%	5,0%	7,5%	10,0%
	per hour	YOUR PRICE excl VAT	R1 306,50	R1 239,50	R1 206,00
		VAT incl	R1 502,48	R1 463,95	R1 386,90
incl VAT	Members Total Discount:	R231,15	R924,60	R2 773,80	R7 396,80
	Total Package Cost	R9 014,85	R17 567,40	R34 210,20	R66 571,20
	Existing Rate	R9 246,00	R18 492,00	R36 984,00	R73 968,00

Please contact Nick if you wish to purchase one of these packages.

PLEASE NOTE – PACKAGES ARE AIRCRAFT SPECIFIC!

Fleet Hours & Hire Rates

Fleet hours for December 2019 are:

KNI	3.9
WES	18.0
SAA	<u>13.8</u>
	35.7

AIRCRAFT HIRE RATES effective 1 Feb 2020:

All prices are VAT inclusive.

C172 → R2100

SLING 2 → R1541

INSTRUCTOR HIRE per hour → R402.50

(flying and briefing)



New Club Members:

A warm welcome to our new Members, Dr Wishiya Ntumba, Courtney Baker, Brandon Baker, Sinéad Boshoff, Kyle Bezuidenhout, Carl Fisher, Jade Duncan, Gary King, Deon von Benecke, Graham Nooit.

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Our aircraft news...

ZS-KVW – C172 ...Cessna 172...

The Club owns the wreck. A final decision is still being considered, pending further investigation, as to whether KVW will be re-built or scrapped.

ZS-KNI – C172 ...Cessna 172...

Most of KVW's instruments and the Garmin 650 will be re-located into KNI. This involves a lot of paperwork at the SACAA, hence the delay. Instruments and radios that are left benched have a tendency to stop working, and since KVW had the better instrument rack and radio stack, it was decided to be in the Club's best interest to utilize these.

ZU-WES – X333 ...Sling 2...

WES, with his ground adjustable prop, is behaving like a champ. Lane-Light issues appear to be a nightmare of the past. The prop has been re-adjusted to 18°, so the static RPM has dropped to 5000, but the top speed is now a tad over 100 knots, up from 85 knots when the blade pitch was set to 17°. The Climb on a hot day is about 450ft per min with 10° flap.

Please remember, as an X333, he must not be filled above 37 litres per fuel tank as the MAUW is restricted to 600kg as an LSA registered aircraft. Not adhering to this would result in insurance issues should we ever have an accident or incident in this aircraft. Please do not tempt Murphy. He has a dreadful sense of humour!

ZU-SAA – TC06 ...Sling 2...

SAA still climbs like a homesick angel. Static RPM with the prop set at 18° is 5200, and climbing flapless at 80 knots will cause the RPM to go over the 5500RPM continuous limit. **WATCH YOUR CLIMB SPEED!!!** Make sure you do it at Vy, or within 10kts or either your ROC or our Engine will suffer. We prefer a suffer-free environment. We certainly hope you do too!

President:

Anthony Grant
PPL



Chairman:

CPL
Steve Svendsen



Vice Chairman:

PPL
Brian Hawkesworth



Treasurer:

PPL
Johan Riekert

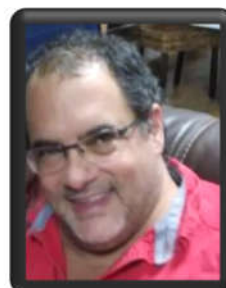


Committee Members:

PPL
Lucio Santoro



SPL
Mike Goosen



CPL
Mike Agnew



CPL
Adam Winter





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taking care of your future



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.

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- PC12 Training
- E120 (Embraer) Training
- JS41 training Training
- BE9L training
- B350 training

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

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



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

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

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To learn more our website is at www.aircraftafrica.co.za and the manufacturers www.directfly.cz or www.ekolot.pl.

Contact

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Pmb Aero Club Golf Shirts (Women)	R 360	In stock
Pmb Aero Club Peak Caps	R 100	Stock arriving soon
Pmb Aero Club ties	R 35	In stock
Pmb Aero Club Jersey	R 260	Stock arriving soon
PAC Pilot Shirts (white)	R 250	In stock

Pilot Logbook (large)	R 315	In stock
Fuel Tester	R 215	In stock
Pmb Aero Club Wings	R 300	In stock
Epaulettes	R 50	In stock
Headsets	R2,736	Out of stock
Headset bag	R 364	Out of stock
Durban Maps – laminated one side for easy folding:	R 75	In stock

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Books:

PPL – by Jim Davis	R 130	In stock
The Air Pilot's Manual – by	R 700	In stock

Avex Study Notes for PPL:

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

Nav Tools:

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

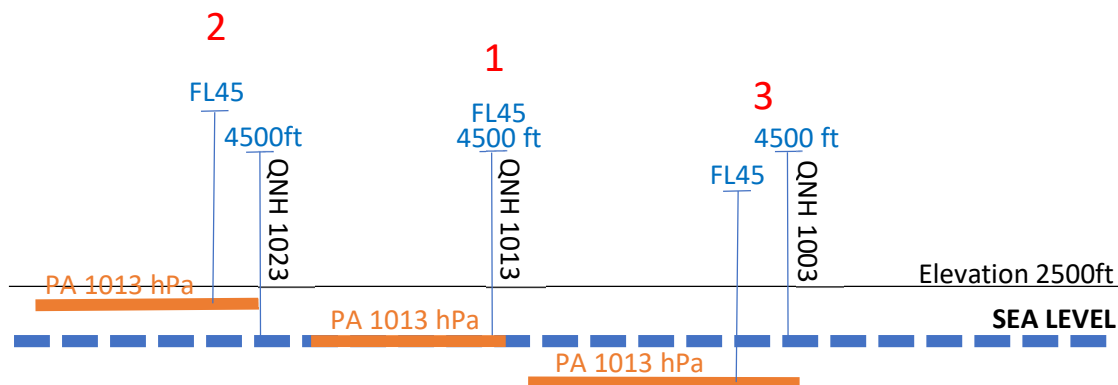
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Instructors Input

Safety Culture – Pressure Altitude and QNH

There is often confusion regarding Pressure Altitude and QNH. Pressure Altitude is ALWAYS 1013 hPa. Sometimes the actual pressure, which changes daily due to weather systems, is 1013. More often it isn't. It's usually higher, sometimes it's lower. The actual pressure of the day, the QNH, will let you read Height while on the ground, and Altitude while flying, both above Sea Level.

The saying "High to Low Careful Go" means that when the QNH is lower than the Pressure Altitude, you will fly at a lower height above ground with the PA1013 set than when you have the actual QNH set.



In the diagram above, under **1**, you can see that when the PA and QNH are both 1013, then your Flight Level and Altitude will be the same.

Under **2**, you can see that when the QNH is a higher pressure than the PA, the PA, which represents thinner air, will be above SEA LEVEL, not at sea level, where the QNH is measured from. This means the Flight Level, measured from the PA, will be HIGHER than its corresponding Altitude. This is safe.

At no. **3**, you will see that the PA is below Sea Level. It means that when you fly at a Flight Level when the QNH is lower than the PA, you will be flying LOWER than the corresponding Altitude. This is NOT safe. You will be closer to the ground and obstacles than you may think you are. High to Low, Careful Go.



Pressure Altitude is also known as the Standard Pressure or QNE.

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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

Editor of the Telstar

Chief Flight Instructor

Author of the "Lana Aire Flight Training Made Simple" Series available on Amazon

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