



PIETERMARITZBURG
AERO CLUB

established in 1938

FEB 2020

TELSTAR

NEWSLETTER



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Pub Talk – Down in the Desert

Lloyd Wilmot, father of one of our present PPL students, has firstly been a Professional Guide in Botswana, and secondly a Private Pilot, for decades. Below is a story from his first book, “Embers of a Campfire”, (you can purchase a copy from the front office if you enjoy both flying and wildlife).

He has had some incredible experiences!

oOo

June and I had been in Johannesburg on business and doing the usual round of doctor, dentist, paediatrician, etc. We had flown down from Savuti in our Cessna 175 as Ashley, our three-month-old son, needed vaccinations. On the flight down, we had run the gauntlet of bad weather, which just seemed to get worse. Day after day the Met office ruled out any Visual Flight Rules flying (I was not instrument rated) After waiting three days, with safaris looming, we simply had to get back. Finally, around midday the tower allowed us to go under Special VFR clearance, warning that there were imbedded thunderstorms on our route. Botswana is generally flat and I figured I could skirt around any dangerous thunderstorms. We were heavily loaded with supplies and had to squeeze Ashley in a little space above the boxes.

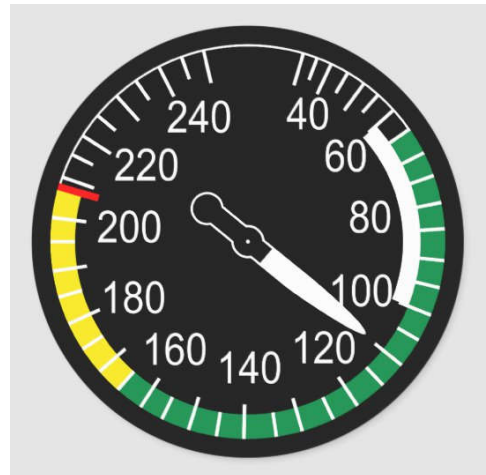


From the moment we took off, we were in rain. We could not avoid it and because of fuel constraints, I had to do a lot of instrument flying through the rain, some of it very heavy. About half-way to Maun the skies cleared a bit but ahead of us lay a solid mass of dark blue cloud about 60 miles wide. We would have to battle through it. The closer we got, the more formidable it appeared. A pilot friend of ours, John Matterson, was ahead of us and radioed back to warn that the storm was violent; that I should try go around if fuel allowed. But it was simply too wide, too large. Throttling back to

manoeuvring speed so as not too stress the wings, we braced for turbulence. Ahead of me white veils of cloud vapor whipped this way and that indicating strong winds.

The next moment it seemed that the plane was seized by an invisible hand. We were shaken so violently that my wife screamed and the baby began to cry. I was obliged to throttle back further. Then the rain struck – a torrential downpour that blotted out all forward visibility. Glancing at the ground below, I saw that we were almost stationary. We battled on, wrestling with the controls. Then we saw that we were being blown backwards. The next moment John called to enquire how we were faring and I had to tell him that I could hardly hold the microphone; that I had to concentrate on flying. As I broadcast, I heard my old-type valve radio arcing. Water must have got through the firewall and wet my radio. I was afraid that the loud arcing might set my dashboard on fire so I resorted to microphone clicks (yes or no). Fortunately, I was able to tell John previously that I was past the Mokgware Hills and over open desert. Now, with only microphone clicks, I could not update him on my approximate position. We seemed to be in a cyclone. The compass jumped all over the place and I was out of range of the Maun ND beacon. The turbulence was severe.

It grew worse and the gusts would move my airspeed indicator back and forth anywhere from 0 to 200MPH. I decided to turn back, try outrun the storm. Now, with the wind directly behind, we sped over the ground at an incredible speed even though the indicated airspeed was only 75 MPH. We had left it too late. At this rate we would be blown into the rocky hills around Serowe before we could outrun the storm. I swung west, deeper into the desert where flat ground and clearer skies gave a chance of safety. I had a faint hope that my remaining fuel might just be enough to curve around the storm and reach Orapa. For another 48 minutes or so we struggled on, being blown to the south but also gaining ground to the west. The rain eased as did the wind and I began to head in north-westerly direction towards Maun. I had no idea of my position as the desert had no landmarks. Ahead, I could see a faint glow of sunlight. I throttled back as far as the weight of the plane allowed and leaned the mixture to stretch my fuel.



After another hour or so we cleared the rain and flew in calm air. My radio beacon was slowly gaining signal strength and I could faintly hear the Morse signal MN (Maun) Gradually the needle settled and we set course for Maun. By now my tanks were nearing empty. I tried the radio but only got loud bangs as it

arced when I tried to transmit. Clicking my microphone, I raised John who had dropped off his passengers, refuelled and taken off for Orapa after alerting the authorities that I might have to make a forced landing. Ahead of me, I spotted a straight road. It was the Central Kgalagadi Game Reserve's eastern boundary. Despite the fence, it was my best hope to land the plane safely. By a series of clicks, I was able to convey to John that I was out of fuel and going to put down. He wished me luck and continued to Orapa.

The sun came out and the first tank ran dry. Quickly switching tanks, I flew on and began looking for an open stretch of road. Then, the fence ended and the road, which was now just two tracks, continued for a few miles before it too, petered out. I turned back, lined up and carefully put the plane down holding off the nose-wheel as long as I could. It was bumpy and the nose-wheel was soon tearing through grass and small shrubs before the wet sand slowed us to a stop. The plane was OK. We climbed out very relieved. There was a steady light rain and then the setting sun appeared briefly before disappearing.

We had been in the air for just over 6 hours. In the waning light, I put some boxes on my seat so that my wife's seat could recline a bit to make a cramped bed. I would sleep on the ground under the wing. With thunderstorms in the vicinity, I got out the rope and pegs and anchored down the plane. For good measure, I found some bits of wood to chock the wheels.

It was a wild night. The wind blew most of the time and a light rain obliged me to move under the fuselage. Millipedes and an assortment of crawling insects including large (horrible) corn crickets kept breaking what little sleep I could find. Luckily, no scorpions found me despite plenty of them being around. As it grew light, I stretched and went to inspect the road. It would need a fair bit of clearing if I was to take-off. First, I gathered as much kindling and wood as I could find and made a big pile. Then I drained a cupful of fuel for quick ignition if I should hear a search plane.

My wife emerged with Ashley and after feeding him, she set him down and helped gather green stalks of sage to throw on a fire to make smoke. I switched on the radio. While it still arced loudly when I tried to transmit, I was nevertheless able to listen to radio chatter. Then I switched on our Emergency Locator Transmitter. Any aircraft close by would pick up the distress signal. Taking the axe from the plane, I began clearing the road. After an hour, my wife yelled to say that someone was calling on radio. It was John. He had alerted the Botswana Defence Force who were searching to the south of us. Again, through clicking the microphone, I was able to convey to John that we were all OK and the plane was all OK and the plane was fine. Despite my best efforts, I could not succeed in giving my position except that it was north of my

last reported position. I started the engine and charged the radio battery for about five minutes. While we waited, I kept clearing the road.

Around 10 a.m., I heard a pilot friend from Kalahari Air Services ask the search planes if they had found me. They said no and then I heard my friend give his position. He was on a flight from Maun to Gaborone. Realizing that he was close by, I dashed out and lit the fire. As it took and blazed, I piled on the green sage creating a column of smoke. We kept piling on the wood and sage hoping that he would see it. After long anxious minutes we heard him say "I can see smoke to my west. Going to investigate" Outside the plane, I had placed strips indicating F (for fuel) and W (for water) We still had about 3 litres of precious water but needed more if search parties could not reach us. The next moment we were gratified to hear a plane and my friend came and circled overhead. I started the engine and moved all the control surfaces to indicate the plane was OK. He could see I had prepared the road for take-off. We all waved our gratitude and I heard him on the radio alerting the search parties and giving our exact location. All we could do now was wait. I carried on clearing the road till I had about 350 metres of usable runway.

Late in the afternoon, a BDF helicopter arrived and out sprang John Matterson. We were very glad and grateful for all he had done. The BDF pilot off-loaded one jerry can of fuel as well as a cooler box of goodies from the Orapa Diamond Mine manager. It had, inter alia, delicious steaks, fresh rolls, huge table grapes, some ice-cold beer and bottled water. Though there was enough daylight left to fly to Orapa, the helicopter pilot agreed with us to wait till morning as another huge cyclonic thunderstorm was rapidly approaching. He secured his chopper in anticipation while John and I refuelled my plane. Then we broke out the beers. After a day of road-clearing and drinking minimal water, it is hard to describe how good they tasted. Liquid gold! We shared the steaks and other goodies for supper then the chopper pilot went to sleep in his machine. We carried on chatting around the fire as the storm grew and spread. Our decision had been the right one. John and I slept under the wing while June resigned herself to another uncomfortable night in our plane. A little later the storm hit and once again high winds rocked my plane as we huddled below. Then the rain came. We got so wet that it made no point to sit in the chopper seats. Drenched as we were, sleep eventually overtook us as did hundreds of ghastly corn crickets with their long antennae and spiky bodies. It was a very uncomfortable night.

The next morning dawned cool and clear. Crickets crawled everywhere in untold numbers. Abdim storks were gobbling them up. I changed into some dry clothes and lent John a T shirt. The chopper pilot then loaded as much of our luggage as he could carry and June and Ashley climbed into the chopper with John. Both of us started our machines and after the helicopter lifted off, I opened the throttle for a nail-biting

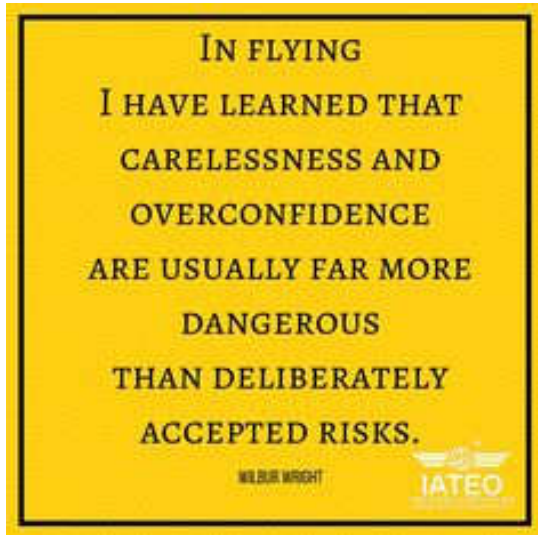
short- field take-off. Standing on the brakes at full power, I let go and as soon as I could, pulled off the nose-wheel. My plane accelerated and at the last moment, I pulled another notch of flap which got her flying. The helicopter flew alongside and after 40 minutes or so we landed at Orapa to a welcoming committee. We thanked everyone concerned with genuine gratitude. John took off for his clients waiting in Maun while I refuelled and paid before following to Maun. There, I filed a full report then headed for our beloved Savuti.

oOo



Recent Events

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



Held on 7 Feb 2020, which also happened to be a delightfully balmy Friday afternoon, we were treated to a Safety Meeting which was more like a chat around the Pub of misbegotten adventures and fair warnings of the dangers inherent in Charter Flying, when aircraft are heavy and conditions are hot and sometimes a dash oppressive.

Keeping a safe speed and delaying flap deployment become prudent actions of the



conscientious pilot, and sometimes taking down an impala with a smart smack on the cranium using nothing but the tie-down ring on the tail of the aircraft on landing, is a far safer option than a late-decision go-around. Bet you wish you'd been there ;P

A **BIG** thank you to Steve Svendsen, who spoke at this Safety Meeting. Steve is not only our Chairman, but also runs, owns, and occasionally flies for *Safari Air* in Mozambique. His insights into inherent dangers in Charter Flying, and how to stay on the safe side of challenging situations, was tremendously valuable.

oOo

Valentines Day Braai – any excuse will do



A fun time was had
by the small group
that came to the braai.

Thank you to

Kelly du Preez who decorated the Club. Lovely atmosphere!

oOo

Upcoming Events

School Open Day

When: Sat 21 March

Cost: R500

This will include a briefing on the primary effects of controls, a boerrie roll and a cooldrink as well as an Introductory Flight with an Instructor. This open day is aimed specifically at providing an experience for enquiries from the Kearsney College Careers Day. Two more school open days will be held this year.



Safety Meeting (Qualifying KZN Event)

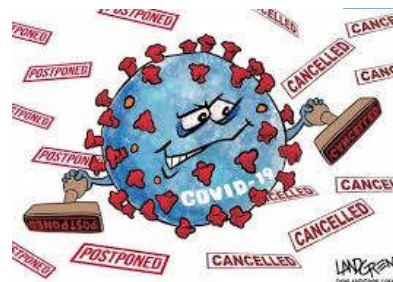
When: 17 April, 6pm

Where: The Club of course!

What: We were planning a sortie to King Shaka International to tour Approach Control and Tower, but sadly, tours of their services have been suspended due to the fear of spreading the Corona Virus.

The date remains, the subject WILL CHANGE and it will be vitally important to YOUR SAFETY! Watch this space.

oOo



Pmb Aero Club Breakfast Fly-In

EGGSTATIC INVITATION

on Sunday 19 April

at 08h30

You are Invited to Celebrate the Inaugural, Eggciting, Egg Eggstravaganza
Culinary Adventure Fly (or drive) In.

Fried Eggs, Poached Eggs, Scrambled Eggs, Boiled Eggs, Eggs Benedict,
Spanish Omelettes or Easter Eggs... whatever your EGGceptional FANTASY is,
come realize it at Pietermaritzburg Aero Club.

PS there will be Bacon and Coffee, and other breakfast delights too.

Breakfasts from R25. Landing FREE.

RSVP Nic or Kelly on 033-386-8303 | pmb-aero@mweb.co.za

***This is no yolk folks. Crack open your wallet, shell out some change, and come
join us for brekkie, arrive in a plane. Bikes & cars welcome too.***

oOo

Club Comms

New SOLO Student

Eurico Störk flew SOLO ON 02-02-2019 ZU-SAA
WOOOHOOOOO!! Well done !



Initial PPL

After a slow start, with a broken ankle, Alistair Wilmot completed his PPL in ZU-WES on 14-02-2020 with a day to spare before he had to return to Botswana for work. Well done! And in the nick of time!

Just getting the PPL wasn't quite enough though, he has also bought himself a cute



little red Vagabond (below) and is presently doing his tailwheel conversion in the yellow J3 Cub (below-er), so we wish him HAPPY FEET! We are expecting a visit soon!



oOo

Taildragger Rating

Congratulations to Cameron McKenzie who has successfully completed his TAILDRAGGER RATING on 25 Feb in his Canary Yellow Carbon Cub ZU-MCC, perfectly built by James Bentley of Eva's Field fame!



Fuel Price



oOo

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



Fleet Hours & Hire Rates

Fleet hours for January 2020 are:

KNI 15.0

WES 10.2

SAA 22.8

48.0

AIRCRAFT HIRE RATES effective 1 Feb 2020:

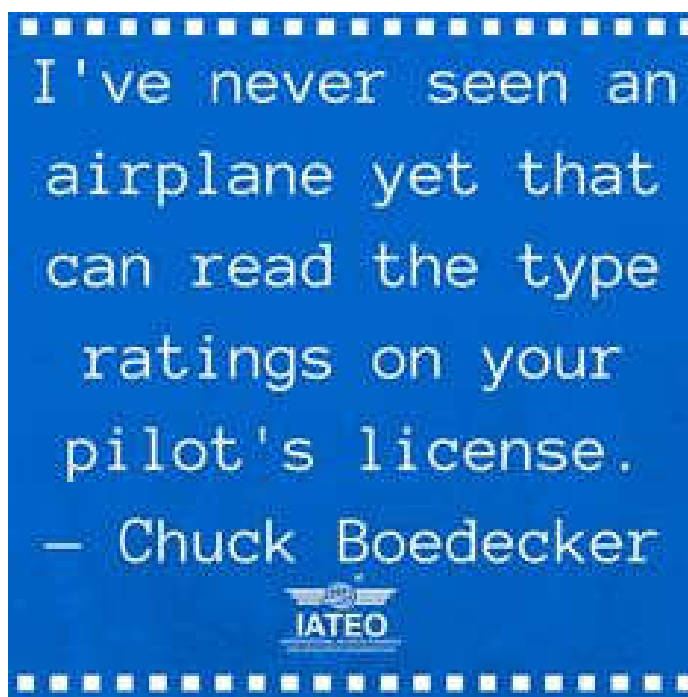
All prices are VAT inclusive.

C172 → R2100

SLING 2 → R1541

INSTRUCTOR HIRE per hour → R402.50

(flying and briefing)



Ground Briefings

We have a new Ground Instructor available for NAVIGATION from the beginning of April. Please contact her directly on WhatsApp to arrange your booking slot at the Club. Her number is available at the Front Desk.

New Club Employee

A WARM WELCOME to Kelly du Preez who is helping out half day around the Club, while she works towards her PPL.



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:

incl VAT	C172 @ R2100 incl VAT	Flying Membership Packages				
		annual flying hrs:	BRONZE	SILVER	GOLD	PLATINUM
	per hour		6	12	24	48
		% 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	Sling2 @ R1541 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 306,50	R1 273,00	R1 239,50	R1 206,00
		VAT incl	R1 502,48	R1 463,95	R1 425,43	R1 386,90
	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

incl VAT

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

PLEASE NOTE – PACKAGES ARE AIRCRAFT SPECIFIC!

oOo



No more hungry pilots

Home-Cooked Meals – R25 per serving

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

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,

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

Hungarian chicken, upside down baboeti

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

New Club Members:



A warm welcome to our new Members, Lenny Lewis, Dylan Hatting, Joshua Cooke, Thembisile Nabele and Luanna Hutton.

[Our aircraft news...](#)

ZS-KVW – C172 ...Cessna 172...

The decision has been made. Quotes were gathered, and an emotional plea to re-build her resulted in a unanimous agreement that the costs quoted for the re-build and the expected utilization of the aircraft by Members just simply would not make financial sense. So, it is with a heavy heart that we report KVW will not be re-built by the Club. The Committee will look into the viability of selling the wreck.

ZS-KNI – C172 ...Cessna 172...

KNI, our C172 with long range tanks, will have her Instruments replaced with those from KVW's wreck early in March. She will be out of service early in March until this job is complete. This is expected to be between one to two weeks depending on what is found in her electrical "guts". KNI has always had the short end of the stick in the radio and instrumentation department. This will no longer be the case!

ZU-WES – X333 ...Sling 2...

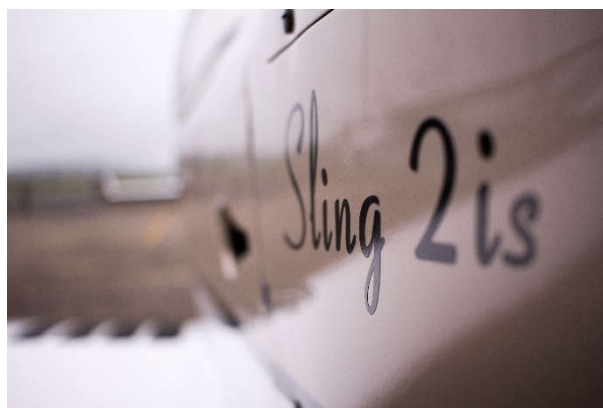
WES is going well. He is due for an oil change soon.

Sometimes his EFIS freezes on starting. The best and quickest way to rectify this is to re-set the Lanes (off and on) in this order: FIRST Lane B, followed by Lane A.

Sometimes the Elevator Trim gets a little red cross over it. In flight, this doesn't matter, as you can feel it to adjust it. If this happens before take-off, the Pilot in the LEFT seat can stick their head out the canopy, raise the elevator, and check the trim is set in line with the elevator for take-off. (The Instructor cannot see the trim tab from the right).

ZU-SAA – TC06 ...Sling 2...

As usual, no problems with ZU-SAA. The bad news is he is being sold. The good news is that he is being bought by the Club, so nothing will change. He has picked up some nasty hangar rash on his Starboard wingtip, but this will be repaired soon. Please let only staff take the aircraft in & out of the hangar.



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Anthony Grant
PPL



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CPL
Steve Svendsen



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PPL
Brian Hawkesworth



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CPL
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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

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

SABRE AIRCRAFT



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.

The ALTO is both available 'ready to fly' or with matched hole technology in either 50, 75 or 100% complete 'kit form'

The ALTO can also be optioned to tow gliders - for which the factory will facilitate the required equipment should there be a need to offer this service.

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

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Aero Club Shop



Soft, comfortable 100% Cotton Polo shirts, peak caps, softshell jackets, pilot shirts, epaulettes, Club ties, and more!



Branded Clothes:

Softshell Jackets -rain resistant (Men)	R 750	In stock
Softshell Jackets -rain resistant (Women)	R 750	In stock
Pmb Aero Club Golf Shirts (Men)	R 360	In stock
Pmb Aero Club Golf Shirts (Women)	R 360	In stock
Pmb Aero Club Peak Caps	R 100	In stock
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: 1:500 000 & 1:1 000 000	R 75	In stock

Books:

PPL – by Jim Davis	R 130	In stock
The Air Pilot's Manual – Vol 1	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	In stock
Radio Handbook – Dietlend Lemp	R 230	In stock
Aero Club PPL Bag	R 340	Stock arriving soon

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



IT IS ALWAYS SATISFYING TO SEE THINGS IN THEIR PROPER ORDER.

Instructors Input

Safety Culture – FAK : what's in it?

Per the Civil Aviation Technical Standards, CATS 91.04.13, the list below is what you must carry in your First Aid Kit in your aircraft. We have added the expiry date, so it is super quick for you to keep it updated without replacing the whole kit every year.

FIRST AID AND UNIVERSAL PRECAUTION KITS

1.

Standard first aid kits

(1)

The following medical supplies shall, as a minimum, be included in the current first aid kit for aircraft –

Item	Expiry date
(a) bandage (unspecified);	
(b) burns dressings (unspecified);	
(c) wound dressings, large and small;	
(d) adhesive tape, safety pins and scissors;	
(e) small adhesive dressings;	
(f) antiseptic wound cleaner;	
(g) adhesive wound closures;	
(h) adhesive tape;	
(i) disposable resuscitation aid;	
(j) temperature reading device (non-mercury);	
(k) simple analgesic e.g. paracetamol (see Note);	
(l) nasal decongestant (see Note);	
(m) gastrointestinal antacid (see Note);	
(n) disposable glove;	
(o) first aid handbook; and	
(p) a list of contents.	

Note – The owner or operator shall ensure that only Schedule 0 medication is included in the first aid kits. The Department of Health has issued exclusions to previously accepted Schedule 0 medications. Owners or operators must consult a qualified pharmacist if they intend to include Schedule 0 medications in their first aid kit.

- (2) Unless the standard first aid kit is clearly visible, its location must be indicated by a placard or sign. Appropriate symbols may be used to supplement the placard or sign.
- (3) An aircraft shall be equipped with the following number of standard first aid kits – up to 100 passenger seats – 1 Standard First Aid Kit.



Watch out for
DRONES. There are
some irresponsible
or ignorant Drone
pilots who pose a
real threat to
aircraft in flight.



Safety Culture – Strips – How long? How wide?

(from ICAO Annexure 12)

Symbols shall be at least 2.5 metres (8 feet) long and shall be made as conspicuous as possible. Although width is not mentioned, we recommend at least 60 cm wide to be visible from the air.

Note 1.— Symbols may be formed by any means such as: strips of fabric, parachute material, pieces of wood, stones or such like material; marking the surface by tramping, or staining with oil.

Note 2.— Attention to the above signals may be attracted by other means such as radio, flares, smoke and reflected light.

Ground-Air Visual Signal code for survivors →

No.	Message	Code symbol
1	Require assistance	V
2	Require medical assistance	X
3	No or Negative	N
4	Yes or Affirmative	Y
5	Proceeding in this direction	↑

oOo

Member's Submission – a Pilot's life in pictures



FRIDAY
IN CAPE TOWN



SATURDAY

AT GARIEP DAM



SUNDAY

IN LADYSMITH

Thank you to Larry Jnr van de Merwe, whose stunning photos are above, and on this month's cover.

oOo

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!



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