

Telstar Nov 2016

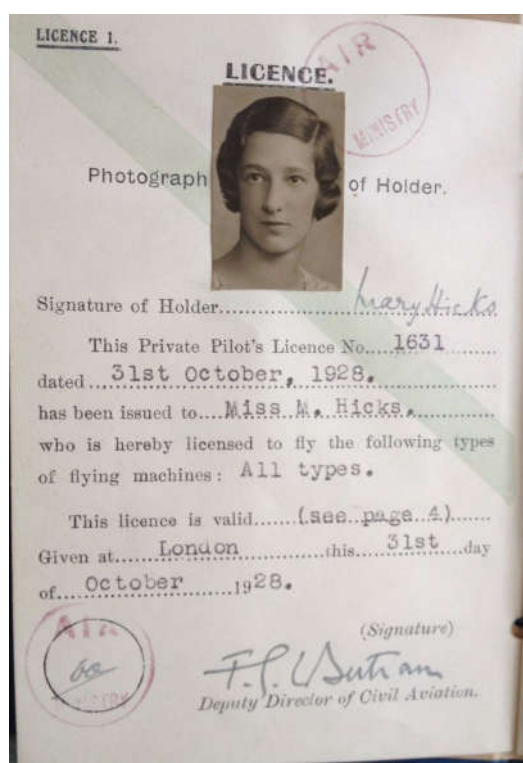
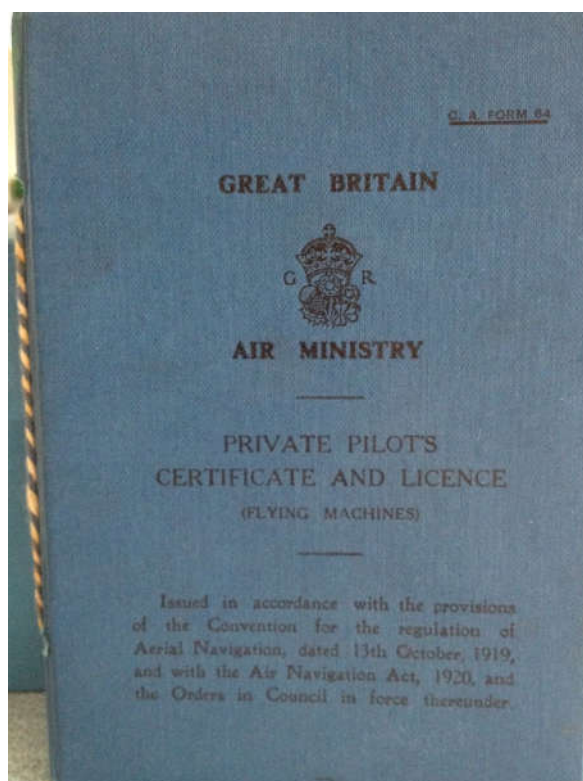
Adventures at Enaleni Farm

Lunch, as I have come to expect at Enaleni Farm, when hosted by Richard, John and Christine, is always a culinary delight that is a mixture of old world charm and modern pure food ethics.

The chicken that ended up on our plates had lived a good life on the farm among the ducks, Nguni cows, pigs, and the red-faced turkey that always welcomes guests with a shimmy of feathers and a thump that makes your eyes open just a little wider the first time you experience it.

But it wasn't the organic meal, (in which I experienced beetroot with ginger, a taste sensation, among every other), the old farm house charm, the original African mielie cobs drying in the rafters, the farm dog, or the general old world ambience, but the revelation that Christine's mother was among the first women pilots, that contributed to the feeling of being transported back in time.

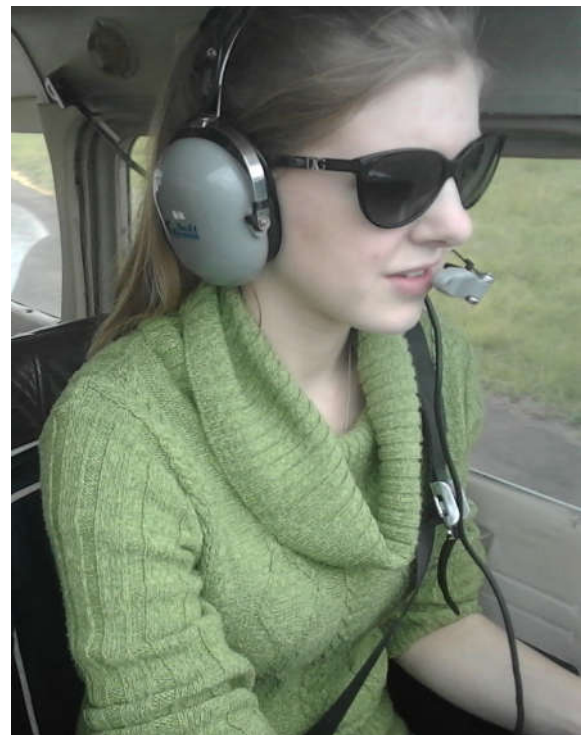
What was it like, to be a pilot in the 1920's? When your license read "all types", and adults were considered to be sensible enough to make safe decisions regarding "flying machines" without things being over regulated?



Yes, I love the internet, the access to information, the ability to be anywhere in the world within 24 hours... but the romance of the 20's, I must admit, seduces me every time to a whimsical longing and appreciation of times gone by.



PPL & FIRST SOLO CONGRATULATIONS



Well done to Tristan Langmead and Lara Denton who achieved their PPL's this month!

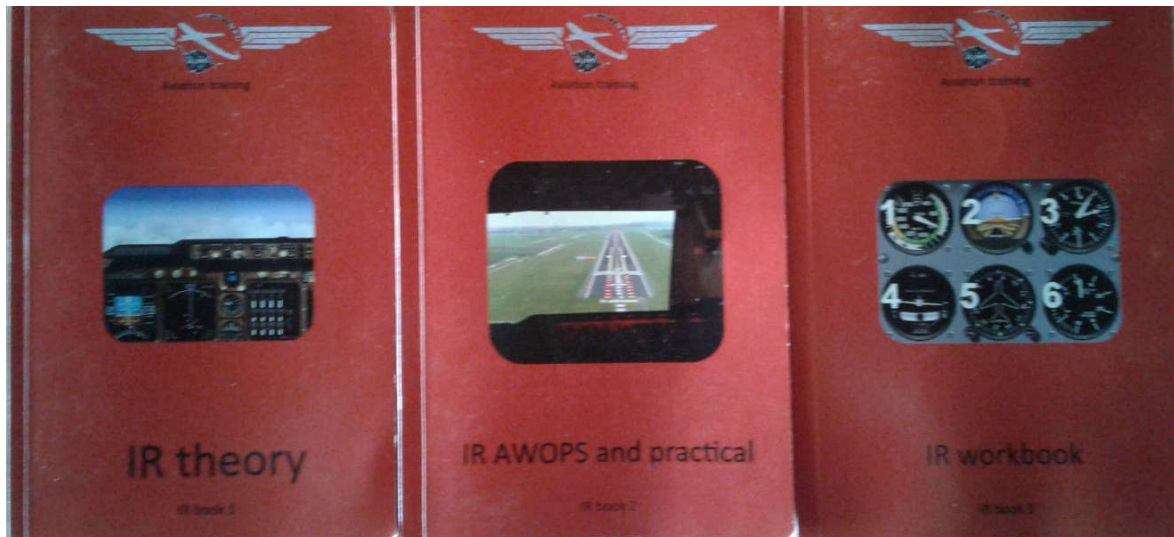
Well done to Joash Padayachee who went SOLO this month.



PPL Instrument Course

PPL's can now do an Instrument Rating and only have to write ONE exam. Historically, doing an Instrument Rating for a PPL required the candidate to write only one subject short of a complete Commercial Pilot License.





From Friday lunch time, 25 Nov to Sunday about the same time, 27 Nov, eight PPL pilots gathered at the Pietermaritzburg Aero Club in order to take on the challenge of attending a PPL Instrument Ground School Course. The Course was run by Louise Hahn of Aviation Training, from Johannesburg, at a cost of R6000 per participant.

Subjects include Meteorology, Human Performance and Limitations, the Law, Instrumentation and AWOPS (All weather operations). The workbook has 885 questions to work through.

The PPL Instrument Rating test can be written in Durban, but if the Candidates want an immediate result, then writing the exam at the CAA Exam Centre in Midrand, Gauteng, is the best option.

A refresher course is expected to run early next year.

FUEL SHORTAGES

One of the great things of about being a Member at the Pietermaritzburg Aero Club, is that when the whispers of yet another boo-boo filter through that we are destined for yet ANOTHER episode of logistical negligence by “we are not too sure whom”, we stash enough fuel to keep our Club Planes flying!



Additional to this is student experience of how to fill up an aircraft from drums. It is wise to check the fuel quality before use, especially if the drums have been standing for some time.

ALWAYS filter the fuel. Engines don't run well on water or dirt.

NEW GA (General Aviation) AREA and FOOD

If you have been around the Club recently, you may have noticed some new... additions... around the tarmac in the Club vicinity. Like with the flying, the recent cool weather has put a damper on the expected progress, however, very soon, there will be a functional, well-marked gate joining the newly erected fence. A portion of the fence around the Club House will disappear and a low picket fence will demarcate the area where Club Members and Guests will enjoy an unobstructed view of the goings on. As well as this, anyone who departs from the new GA area will not have to go through Airport Security!

Access:

The Tower will be able to open and close the gate for pilots.

Club Aircraft will have their own remotes.

The re-fueller will also have a remote.

Should you require a personal remote, please contact Julie in the office on 033- 386-3952 to arrange one for a fee.



Food:

Plans are in the works as early as this coming Friday to provide a restaurant service for meals on Friday evenings, and Sunday breakfast and lunches at the Club. Carlos, a well-known



Pietermaritzburg restaurateur will be providing this service.

Food will be delicious, (hopefully), Portuguese style, (definitely), and will only be sustainable with your support. Please bring your family and friends.

Aerodynamic Question:

Scenario:

You are in level flight, stabilized at 5500ft indicating 100kts.

You apply full power, and enter a climb, maintaining 100kts.

Question:

Has the angle of attack increased, decreased, or remained the same?

Lift Formula reminder:

Lift = Co-efficient of lift times (half rho velocity squared) times surface area of the wing

Snow and Hail

This summer has been quite magnificent with there being at least three days during which pilots were able to see the snow in the Berg from Pietermaritzburg Circuit!

Winter wonderland in KZN summer:





The hail also had a good go at the Club once, and, although it succeeded in re-decorating some cars our aircraft were quite safely out of the way.



Everyone at the Club pitched in for the big clean-up.



Luckily we didn't get Bloem's hail or Joburg's floods!



