

# TELSTAR NEWSLETTER

APRIL 2020



CHANGE



OPPORTUNITY



PREPARATION

FLIGHT



## Table of Contents

Pub Talk – Happy landings, “my foot” .....	2
Recent Events.....	7
Club Comms .....	8
From the Chairman .....	8
From the Treasurer – Johan Riekert .....	8
Fuel Price.....	9
Fleet Hours & Hire Rates.....	10
Covid-19 and the Club Response .....	10
Our Flight School.....	14
Study for your PPL at home .....	14
The AGM .....	15
THE KITCHEN IS OPEN .....	15
.....	16
Aero Club Shop .....	19
Instructors Input .....	22
Member’s Submission.....	22



## Pub Talk – Happy landings, “my foot”

*Finding myself with some time on my hands after the Covid-19 three-day notice to Lockdown, I decided to collate some old Telstar magazines that Kelly stumbled on while giving the main office a thorough spring cleaning early this year. There are some gems of note in these many, many pages. Hope you all enjoy this one I uncovered from the “Last Telstar of the Millennium”- December 1999 as much as I have. Here it is:*

I must confess to having some difficulty in understanding some of our colleague’s views. I am of course talking about the age-old problem of landing aircraft. For myself I have long ago come to the realisation that matters involving aviation defy logic, as I have told my law professor; that *Newton’s* three laws of motion are nothing more than pure unadulterated hogwash (ask me, I know); and that *NASA’s* claim of being able to land a man on the moon is purely a figment of the imagination (after all, has anybody seen it?).



Taking off is easy, ask me I know. It’s the landings that send me into cardiac arrest!

That’s why I fly twin-engine aircraft, not for IFR safety, but to have an extra fan to keep me cool during the often repeated “positive landings”. I initially thought it was just me. So I sent my wife off to take flying lessons. The added risk to my public liability policy, and Mel’s, (a long time and much-loved Instructor at the Club), incessant complaints that my wife’s landings were bound to result in the tarmac on runway 16 breaking up brought a halt thereto. This also proved beyond any reasonable doubt that aircraft have minds of their own, and that *homo sapiens* are not meant to fly.

Let me explain.

Admittedly I only had a few hours under the belt. It was a beautiful, calm Sunday and I took my little old Seneca III for a casual stroll along the Drakensberg range. I returned to ‘Maritzburg and as is my custom, did my usual “controlled crash”. At least in those days we did not have these bothersome controllers! Being about to backtrack runway 16, I heard Mel’s solo student announcing his intention to commence his take-off roll from over the blind rise. As I never lose my temper, and am always extremely considerate, and being of intention to advance the flying career of the lone student, I vacated the runway. (I hope the student is eternally grateful for this benevolence, otherwise I shall sue him.) I thought nothing of the jolt as I pulled back onto the runway, that is until I shut down. Then I stared incredulously at my port (for that is what I consumed an hour later) propeller blades. They stood out like broken toothpicks!! Then I knew that all landings were dangerous, and I mean **all** landings.

As my blood rose, and my heart raced, I quickly realised why one needs regular flight medicals. I could have expired, and then who would have sued the municipality. I raced to the airport manager's office, where I woke him from his Sunday afternoon slumbers (at least he never appeared in court for assault, and at least he kept the car park clean). "Something on the runway? No never!" he said, "I've just inspected it." Later I stood next to him as he inspected the offending block, and saw him inspect the sky as if the 15kg block had just fallen. Then I realised that, certainly on airfields, laws of physics are non-existent. After all, this huge block had obviously appeared out of nowhere. Our city fathers were equally astonished, and they sent to Pretoria to fetch an eminently suitable and senior advocate. He arrived, at great cost, to inspect this offending block. Then he went home. A great legal team was set up, to explain how possibly the block could suddenly appear. Eventually they admitted defeat. However, I know that firstly all landings are dangerous and secondly never look to matters of logic or physics to explain any landing "reaction", (that being the result of an "action").

That's not all.

On another Sunday (for that's what they were for), I took my Seneca down to Hibberdine. After all the performance manuals told me I would have adequate landing distance, and anyway I could walk directly to the beach! How yuppie!! My approach was perfect, never mind the obstruction on the runway (I don't worry, the manual says they runway is long enough), but dear-oh-dear why is the runway end so marshy!! Well I had learnt from the master of all landings, "solomuntu", to blame only others. So off I marched my passengers to inspect the offending obstruction. It defied all logic. A well-manicured dagga bush was growing on the runway, about 50 yards from the threshold! I blame the laws of nature, the local population (not one of whom wished to acknowledge ownership of the prize cannabis plant), and above all I blamed the aerodynamics involved in landing. My thesis to the powers that be, detailing my complaints about the uncertainty of aerodynamics, produced only the deregistration of Hibberdine as an airfield. No doubt, they too, were dumbfounded (as most bodies often are) by these unexplained events!

But these landings were enough for me. I sold the aircraft, and went to church on Sundays!

But alas, I hired my Seneca III out!!

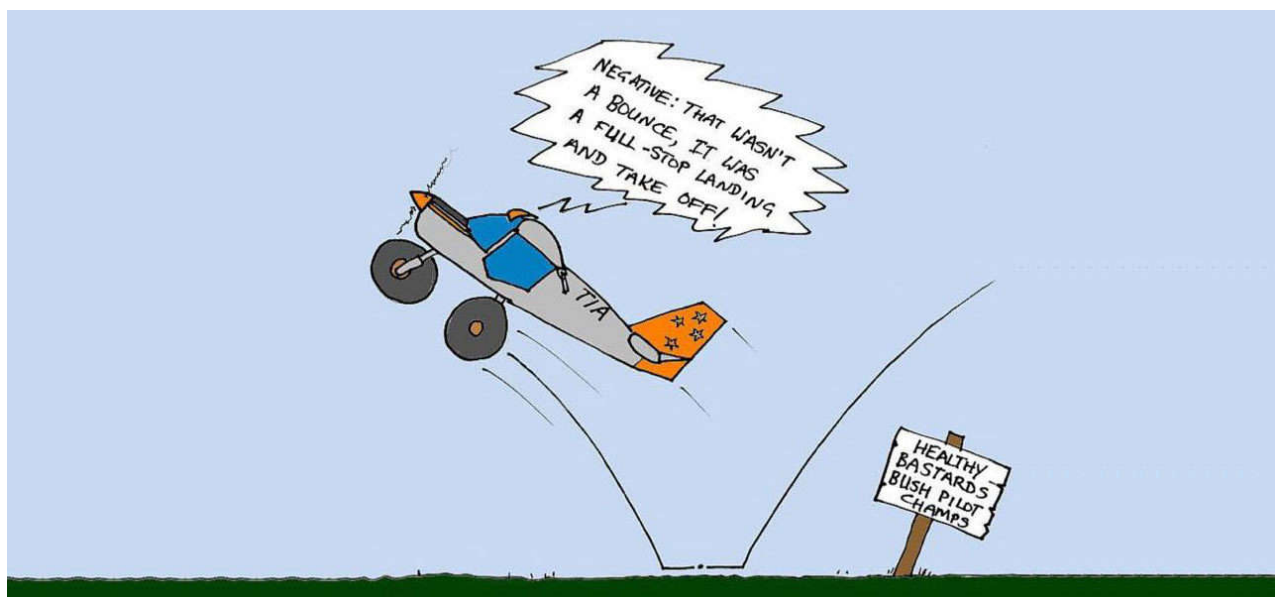
The pilot tried to land at Hermanus! I told him afterwards that he had the wrong attitude and airspeed. He told me that he was not being cocky!

It appeared however that he was merely attempting a sedate landing, yet the more he pushed the nose down, the more aggressively it bounced back into the air. Once, twice and thrice the aircraft rebelled like a porpoise. It deposited the nose wheel first, pushed the left trunnion through the wing, tried to throw the pilot like a bucking bronco by means of an interrupted incipient spin, and then made a hurried

departure from the runway like a sick dog spewing its innards for all to see. I have pondered this misfortune for some time. My conclusions I believe I can sustain before the *Constitutional Court*, after all, certain of their decisions call for much lateral thinking. As for the *CSIR*, I have now lodged my name on their panel of aviation experts. I conclude as follows. We all of the portion of road outside Weenen, where there is said to be a negative gravity field capable of pushing cars uphill. Additionally, the *Flat-Earth-Society* has given me their unsolicited support in this. Clearly the pilot gauged his approach correctly. Unfortunately, and at the critical moment of touchdown, gravity reversed. This, as with “like-poles” on a magnet, repelled the aircraft. The pilot did the right thing, after all man surely controls nature. He pushed the aircraft and its nose sown into submission. Nose-wheel contacted with Mother Earth which resulted in a second pulse of negative gravity. This must have been accompanied by a simultaneous increase in tail-wind. Possibly the whales basking in the bay were responsible for this. Aircraft ground speed slowed. Once again, the pilot did the right thing by not applying power for a go-around. Why should we in any event give heed to nature’s calls! This interplay between pilot and nature continued until my precious plane came to a halt, gracefully minus its wings, between the suikerbos. Thankfully the pilot emerged the victor from the aircraft. He had beaten Mother Nature. The phenomena just mentioned are often repeated. I understand one of ‘Maritzburg’s pilots was similarly recently victorious at a lesser-known place called Nelspruit. I too, have on occasion been compelled to play with Mother Nature thus, but to my relief the porpoises have let me be.

On the basis of these three test cases I conclude that we may safely discard all laws of Physics, laws of nature *et al.*

While on the topic of landings, I consider retractable landing gear to be living unrepentant animals at the best of times. They can be as playful as a puppy and as dangerous as a snake.



We were winging our way towards Kariba at Flight Level 100, and I was lazily watching the majestic Matopas beneath me, when out of the corner of my eye I noticed the nose wheel panel light wink at me like a wise old owl. I was accompanied by a foxy old bunch of lawyers who were overly logical, and incredibly suspicious. While nonchalantly explaining to a passenger what he should do in the case of my incapacitation, I recycled the gears. By now we were soaring over Wankie Game Reserve and I set myself the study the scenery once again. Curiosity killed the cat. I allowed my eye to stray back into the cockpit, towards the panel lights. I should have known the plane was watching my every move. Like a cobra, it struck, on came the wheel panel light again. This happened time and time again; repetitive strikes being delivered by my pet cobra. Like the practical hand of a poacher's finger to the trigger, my hand moved to and fro from the gear selector in a vain attempt to reset the gears. I noted one of the lawyers commence his draft of court papers, entitled "application for the incarceration of an insane prodigal". I gather he was referring to the aircraft. After one of my better landings, a bleary-eyed Kariba engineer walked up to the plane, eyeing it as if it were *Sputnik Mark 1*. Being afraid that he might convert my beloved plane to *Sputnik Version IV*, I advised him that the plane was in fact quite serviceable. As with any disobedient dog, I determined that obedience classes were called for, and whilst my lawyer friends made themselves comfortable on the houseboat, set about some "circuits and bumps". SPCA tells me, that repetition is the key to hound obedience training. It's true. A number of healthy spanks or landings later, my plane once again became an obedient puppy. It no longer winked at me.

A final story on the subject of intelligent beings.

It became necessary to fly to Kokstad to defend some obscure diamond dealer or other, for which purpose I was requested to convey my referring lawyer. For the sake of future business growth, I determined that the day was to be entirely successful and pleasant both to client, and my lady lawyer. I have no wish to recall her name, as after that fateful day she is at pains to avoid me. The flight to Kokstad could not have gone better, client once again became able to conduct his entrepreneurial skills as a dealer, and at least the first part of the return flight was a success. Innocent puppies and kittens have a knack of either peeing on guests or tearing their stockings when least expected. This I have noted. So my docile swan should not have surprised me. It refused its cooperation on downwind runway 16. My deft movement of the gear lever produced no noted illumination of "three Greens". It alarmed me that she would at this time choose to play with me. Domination of man over beast was obviously called for, and I tugged on the emergency lever with a force that would have dislodged a pig from a mud pit. Nothing! A great display of man's superiority over beast was obviously called for. But no amount of abrupt manoeuvring cajoled the beast into submission. A control tower had recently been completed, which came complete with its controller. No amount of his controlling helped me. Neither were any of his stern directions able to dissuade my aircraft from its playtime. At various stages of the afternoon I noted the



following: - our faded red and smoky fire tender chugged at a snail's pace towards the runway; Mel my fatherly instructor had vanished like the hunted before the hunter; the controller sporadically hung from the Tower balcony like an excited monkey whilst inspecting my undercarriage through his rusted binoculars with the wisdom of a barn owl, and like two hungry vultures, two maintenance engineers emerged, one from each end of the airport complex, each armed with what appeared from my position to be a quotation sheet. Stubborn as an ox, the plane refused to give her consent to my landing. Slowly as the sun rises from the east, it dawned on me that I could outwit my animal by switching off the navigation lights. Tentatively, so that no one including the aircraft could notice, I flicked the nav switch off. My aircraft's independent spirit died immediately. On came the "three greens".

I am now looking for someone to nominate me for the *laureate award*. Failing that, an honorary doctorate in advanced electronics any physics, would be welcome. I understand that the Mangosuthu Technicon has a few available. I feel I have adequate experience in this field and I will be able to lecture on the independent and living spirit of aluminium beings.

I must end. I have now acquired a Cessna 206. It has two advantages. Firstly, the single propeller is now positioned directly in front of me. It has a better cooling co-efficiency. Secondly, should the engine play dead, I will immediately notice.

"Happy landings"

"Cremora"

oOo



## Recent Events

Due to the LOCKDOWN, our planned events, the KZN Passport qualifying SAFETY MEETING scheduled for 17 April was, of course, cancelled, where we planned to arrange trips to tour King Shaka's ATC setup, including the Tower. Of course, King Shaka has put all tours on hold for the foreseeable future.

Our EGGstatic Open Day Breakfast Fly, Drive, Glide, Ride or Stumble in also fell off the wall, which was scheduled for 19 April, (back when we expected lockdown to end on the 16<sup>th</sup>), and so will certainly not be coinciding with Easter this year when we eventually get to host it.

The planned School Open Day also came to a grinding halt, and in May, our annual SPOT LANDING CHALLENGE looks like it will fly by without a single touch-down.

HOWEVER... as soon as we can, we will be hosting some pretty awesome events. Hope to see you then and there!

oOo



## Club Comms

### From the Chairman



Dear All,

We trust you are keeping well and safe during this difficult and frustrating Lock Down period.

The Club is alive and well, and now that we are all on Level 4 restrictions, we have decided to open the club from 09 00 to 16 00 daily with one employee being on duty daily on rotation to attend to the cleaning and garden duties of the club.

The Club house itself will be open if any of you are in the area, Coffee and tea etc is available including Meals as elaborated in the Telstar.

Sanitising equipment is on hand as per the Government requirements.

Telani will be available for any Student briefing requirements and is in regular contact with the SACAA with regards to the Flying School activities.

The Constitution requires the Club has an AGM by the 30<sup>th</sup> June Annually. Due to the Lock down and limited movement including restrictions on flying we would ask the Community that we postpone the AGM to a future date to be determined once we have some clarity on future flying activities.

The annual financial statements have been concluded with the club being in a positive financial situation, once the final Audit has been finalised will be circulated for members perusal shortly.

We look forward to seeing you all at the Club and especially hope Flying activity will be allowed shortly.

On Behalf of the committee and Staff,

Our Best regards

Steve Svendsen

oOo

### From the Treasurer – Johan Riekert

Dear All

1. The fuel price has been up and down for the first quarter of this year but has reduced quite significantly to the end of March to R17,30/l for avgas and R14,30 for Jet A1. The prices are likely going to reduce again significantly, but we are unlikely going to see any immediate benefit due to the lockdown.



2. Fuel volumes have been up for the first quarter, and better than the same period last year for Jet A1 and Avgas sales. Airlink uplifted 139,000 litres in February 2020 which is the highest we have had for more than a year. This together with an increase in the sale of avgas on average, has made a contribution to a reasonable profit on the fuel trading account for the period.
3. We are also starting to see an improvement in flying income and margins from flying for three reasons. The first is the purchase of ZU-SAA by the club which has helped with the margin from flying on this aircraft; second is that we have had good student numbers. Flying hours on the Slings are up on the same period last year. Lastly, maintenance on the Slings seems to have been a bit better (touch wood) for the first quarter compared to last year. ZS-KNI flying has been slow and she has been recently out of action due to her avionics upgrade so hasn't contributed much this year so far.
4. The Pub has made a small profit for the year to date, but these numbers have improved slowly mainly due to the support on members on Friday evenings and also some events.
5. Overall the accounts reflect a profit for the first three months, which is good.

Unfortunately, the COVID lockdown is going to hit us quite hard in April, May and possibly for the rest of this year, if Airlink doesn't resume flights on the same regular basis. Hopefully flying training will be allowed within the next month at least, but at this stage it is impossible to tell.

Keep safe and well

Johan

oOo

## Fuel Price



### Fuel Prices per litre

incl VAT	Jan'2020 Rate	Feb'2020 Rate	Mar'2020 Rate	Apr'2020 Rate
AVGAS	R20.70	R21.30	R17.30	
JET A1	R14.50	R14.50	R14.30	



## Fleet Hours & Hire Rates

Fleet hours 2020 are:

	Jan	Feb	Mar	Apr
KNI	15.0	7.6	1.2	0.0
WES	10.2	20.2	31.7	0.0
SAA	22.8	30.7	31.6	0.0
	48.0	58.5	64.5	0.0

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)

oOo



# LOCK DOWN

## Covid-19 and the Club Response

Here we all sit, masks on our faces, in lockdown due to a frikkin' little virus called Covid-19, or so we are told. As cooperative citizens, and a responsible Aero Club, we all do our bit as per our Government's instructions.

### **STAGE 5**

The Club was closed down immediately with the Lockdown, with fuel staff on call as an *essential service*.

***It wouldn't be so bad if they would just let us FLY !***

We look after our Club assets as far as the Government Lockdown regulations will allow.

### **STAGE 4**

#### **Staff**

The Committee has undertaken to support staff as best they can until the end of June 2020, with full salaries being paid, and will continue to monitor Club finances closely. Our Treasurer is also investigating COVID19 TERS benefits which appear to have been relaxed to some degree allowing employers who have paid staff to claim back some benefits from UIF.



## **Club Aircraft**

Our Club Aircraft have been started and run ONCE since the lockdown, (on 4 May), to move the oil around. They started with some difficulty, but start they did start. We brought them up to operating temperature as per recommended Manufacturer practices, (it is best if they fly, even if only for a tight circuit, but since this is not allowed under Level 4, we kept their wings clipped and their rubber firmly on the ground).

ZU-WES was run up inside the GA Gate area as the oil system has a thermostatically controlled bypass that avoids the oil cooler when it is cold allowing the oil to reach flight operating temperature quite quickly.

ZS-KNI takes a bit longer to warm up, so she was given a run up and down the runway. Our vigilant Senior Controller, Sakkie, who happened to be in the Tower, was concerned we had a rogue pilot planning to escape the bonds of earth, and very kindly stepped in to point out the consequences of such an action. Thank you Sakkie for always having our best interests at heart, and going above and beyond.

ZU-SAA was not started, as he went to the AMO at the same time for her MPI. He will be started and run by them post MPI.

*All aircraft will be run in this manner once weekly until we are once again legally allowed to separate rubber from tar and soar with joy into the great blue yonder.*

## **What we know**

So here is what we know so far about what is holding up our aerial shenanigans...

Charter Companies can get Special Permits from Mary Stephens at SACAA.



### *General Aviation*

*The Aero Club (not us, the Aero Club of SA) sent out a Communique on 3 May 2020 - #1*

*Message from the Aero Club South Africa Vice Chairman Marthinus Potgieter*

*I sincerely hope you are well and keeping safe. I thought it would be appropriate to follow up on our last communique and give some feedback about what the Exco has been busy with. As most of you are aware, we lodged an application to the Minister of Transport last Sunday requesting a relaxation under SA Covid Level 4 for us to be able to perform Aircraft Maintenance Flights. As some might have seen as a video clip has been doing the rounds on social media, the Director General of Transport announced that such flights will be approved.*

*We are fortunate to have been able to make direct contact with the Department of Transport and have submitted further detail regarding the request. We are awaiting their detailed instructions possibly later this week as to exactly how these flights will be conducted and as from when. The final approval will most probably appear in a Government Gazette or a NOTAM. I must thank the Director and Senior Managers at SACAA for supporting this application and motivating it to DOT. Also, I must commend the individuals at DOT with whom I have been dealing as they have an extremely positive and proactive approach. We have highlighted the importance of lifting restrictions on AMO's, AME's and AP's as well as ferry flights to maintenance organisations and I am sure it will be considered. Please do not shoot the messenger if the situation changes as we have recently seen with the extended ban on cigarettes.*

*On Friday Rob completed another application that deals with Levels 3, 2 and 1 as part of an Industry group forum. This application was submitted to a private convener appointed by the Director of SACAA whom we support whole heartedly. This application deals with the introduction of relaxation of regulations for ATO's and instruction, and POSSIBLY some forms of recreation. This application forms part of a comprehensive industry view that Aviation especially non-scheduled & GA is a controlled environment with a low risk profile where there is low people density in its operations, thus easier to manage, even by softening many activities to be able to take place under Level 4. There will be another Industry forum to be held this week to finalise the application.*

*I would like to thank all the Chairs of AeCSA Sections who responded on very short notice. We live in a different world and work on very critical timeframes. We want to say a big thank you to John, Rowena and the rest of the team at MISASA who gave us a very comprehensive SOP on very short notice. It was extremely heart-warming to see the humble and unselfish response of some sections and members who did not just consider their own selfish needs but had an objective view of the bigger picture - thank you. I am proud to be part of individual's like that. Also, we want to express our sincere appreciation to Kev Storie and the CAASA team for continuously sharing information with us.*

*We will keep you informed as all these subjects play out. Please be patient and responsible; the AeCSA Exco is trying their level best and spends many hours working to obtain relaxation for the Recreation Industry.*

*I will be requesting information regarding your insurance requirements as it has become my portfolio and I will be engaging with Dennis Jankelouw's representative regarding group benefits so please formulate what the AeCSA can do for you and your section in this area. I will also engage with other specialists in this field.*

*Best Regards*

*Marthinus Potgieter (Vice Chairman)*

**Shortly after this, on 4 May a Government Gazette, Volume 659 No.43271 signed by the Minister of Transport Mr F A Mbulula, came out, in short, stating the following:**



**(6) COMPLIANCE WITH DISINFECTION MEASURES**

**(1) Aircraft Maintenance Organisations and Aviation**

Training Schools are required to submit procedure to the Civil Aviation Authority and the procedure must demonstrate measures they are going to put in place in order to eliminate the risk of spreading Covid-19.

**(2) No person will be allowed to enter a building, place or premises if they do not wear a cloth face mask or a homemade item that covers nose and mouth.**

**(3) Air Service Operators must put measures in place to adhere to physical distancing to curb the spread of the virus.**

**(4) Air Service Operators must put in place procedures for cleaning and disinfection of their premises on regular intervals.**

**(7) ENGINEERS AND GROUND STAFF, INSPECTIONS AND SERVICING OF AIRCRAFT AT HANGARS**

**(1) Aircraft Maintenance Organisations are allowed to conduct aircraft maintenance.**

**(2) Aircraft flights for purposes of positioning aircraft for maintenance are allowed.**

**(3) Flying for purposes of conducting flight test and ground engine runs are allowed.**

**(4) For the purpose of conducting maintenance related flights, approval from Civil Aviation Authority must be obtained.**

**(8) AVIATION TRAINING**

Aviation Training Schools are allowed to conduct aviation training to students using virtual platforms.

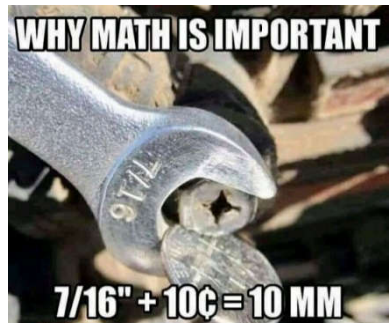
**NO FLYING YET**

OUR CIVIL AVIATION AUTHORITY HAS TO PROCESS THIS INFORMATION FIRST.  
THEN THEY WILL SEND OUT A DIRECTIVE TO THE INDUSTRY, INCLUDING NOTAMS.

TILL THEN  
... WE WAIT...



## Our Flight School



PROPER  
PREPARATION  
PREVENTS  
PLANE  
PISS  
POOR  
PERFORMANCE



We have been in contact with the Head of Exams at SACAA, Paul Pookho. He put forward an application to the Minister at the end of April to open Exam Centres at Flight Schools. This was rejected for Level 4.



-X-

We have been in contact with our Flight

Day 37 of no flying: I saw a pothole on the road and drove in it to remind me of my landings.

School SACAA Inspector, Jason Maistry. He answered with a very long email the essence of which was this: *A number of ATOs have made representation to commence training again and/or to train on-line, but not in the way envisaged by the impending eLearning regulations. South Africa is currently on Level 4 of the Lockdown status and training will only commence under Level 3.*

-X-

**The Pmb Aero Club Flight School is preparing a document to submit to SACAA about our Covid-19 defence plan, so that we can commence operation ASAP. You will receive this information in due course.**

### Study for your PPL at home

What can YOU do about your flying training?

If you haven't written your SPL test yet, then go through your "First Lesson Briefing" notes, and your Airlaw, the two short pages on Student Pilot Licenses and Medicals for SPL. When you are ready to give it a go, WhatsApp Telani, and we will make a time for you to write. If you do not have these notes, contact Telani, and she will get them to you.

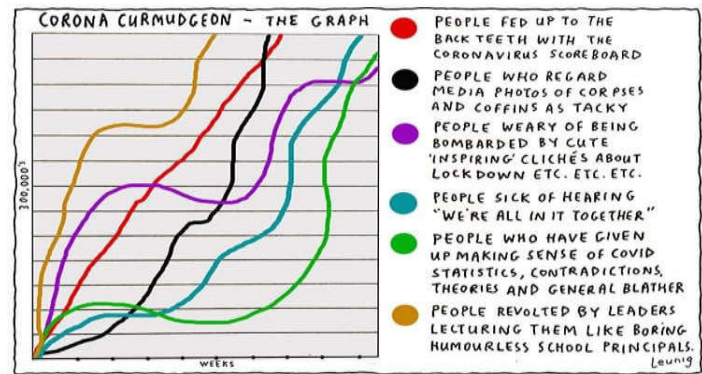
For Ground School, Brett and Telani are available to help you any time you are stuck. Just contact them. If you need some extra help, try this online ground school, <https://examrevolution.com/home>. It is expensive, but comes *highly recommended* by Mike Goosen, who is not only a student pilot, like you, but also a Committee Member of our Club.



## The AGM

Usually held in April or May, the AGM, where our Committee is elected for the next year, will be held as soon as reasonably possible once lockdown has been relaxed to allow this type of gathering.

oOo



## THE KITCHEN IS OPEN

... but there are some changes... a new menu, everything frozen, unless you order and collect yourself...



**Home-Cooked Meals – R25 per serving – 300g – satisfyingly filling**

WhatsApp Grant van Staaden to order on 076 482 4101

On the Menu
-------------

**Veggie stirfry**

**Mac and cheese**

**Veg potato bake**

**Chicken ala king**

**Chicken chutney and mushroom**

**Chicken curry**

**Chicken pasta**

**Beef curry**

**Beef pasta**

**Spaghetti Bolognese**

**Cottage pie**

**Upside down baboetie**

**Bangers and mash**

**Mince and beans on rice.**

**Please whatsapp/sms your orders to 0764824101**

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**Johan Riekert**



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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

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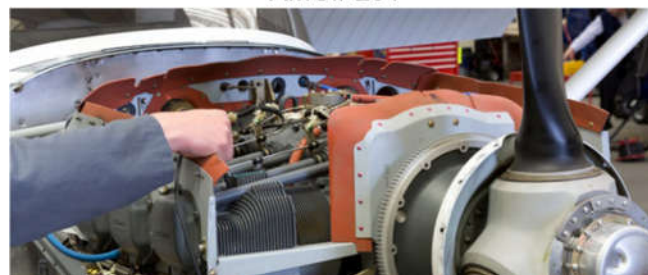
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WE KEEP YOU FLYING

## Instructors Input

We are doing what we can to get the Flight School up to the new “Covid-19 Precautions” standard so that things will be as close to normal as we can get them as soon as the restrictions are lifted for Flight Training.

Hope to see you all VERY soon!

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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Chief Flight Instructor

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

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