



PIETERMARITZBURG
AERO CLUB

established in 1938

OCT NOV DEC 2021

TELSTAR NEWSLETTER





Table of Contents

Flight to Medjumbe Island	3
Recent Events.....	4
NEW PPLs!.....	5
FIRST SOLO!.....	5
Solo Parties	6
Finally Back to Work!	9
Aircraft Trouble.....	9
Year End Function	11
Upcoming Events at	19
Club Comms	19
Our Aircraft News	19
New Members:	22
New Instructor:	22
Club Security Notice.....	23
Fleet Hours & Hire Rates.....	24
Fuel Price.....	24
Pilot refuelling.....	24
Instructor’s Corner	28
Tips & Tricks – Cloud base	28
Aero Club Shop	30

Flight to Medjumbe Island



Recently, I was tasked to fly 6 Pax to Medjumbe Island about 80 NM North of Pemba Northern Mozambique.

Medjumbe Island is one of the more beautiful places in the world with a small lodge and exclusive Cabins each with a private pool and other luxuries.

The downside is getting there... Whoever thought it to be a good

idea to have a runway on this Island clearly didn't like aircraft and must have hated pilots! (The alternative to the 40-minute flight is a 10-hour boat ride!) The runway is exactly 90° to the prevailing wind. On a calm day, the wind is around 15 knots with the average onshore blow being between 15 to 30 +knots.

This is challenging enough but to compound matters, each end of the 650-meter runway is built approximately 50 meters into the sea. Over the years, the concrete has collapsed as it has been undermined by the unceasing action of the gentle waves, making only about 550 meters of this runway usable - if you are lucky - if not, you must be able to swim...

I was to be flying a BN-2 Islander which I tried to remind myself was specifically built for these conditions...even if I wasn't. I studied the Aircraft manual properly for the first time since my conversion and noted the Islander is impressively certified for a 31 knot crosswind. I mulled over this for a bit and wondered how they arrived at 31 knots and how many aircraft they broke before they finally settled on this number.



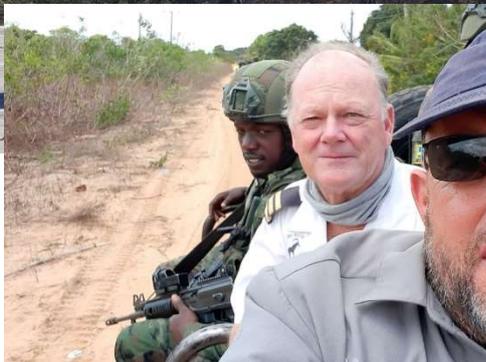
Before take-off, I briefed my victims, correction, passengers, that should I not be happy with conditions they may have to consider other means of transport to reach the island, and should things go very wrong, for any reason, they must try to keep up with the pilot...

On arriving at the Island I noted no windsock which made me feel MUCH better, as I figured what I didn't know, I didn't have to worry about. The "White Horses" on the surrounding sea was a little concerning though.

As it happened, flying *exactly* on the prescribed numbers in the POH, the landing and take-off was a non-event, and I was even able to turn off at the midpoint parking area, and could use the aircraft again!

Seems some effort went into that POH...

The BN-2 Islander, (pictured below), is an incredible aircraft.



Due to an Isis camp in close proximity on the mainland, we were treated to a personal escort to the lodge.

JUST BEFORE THE FLIGHT, THE DISGRUNTLED CREW PREPARED THEIR OWN SILENT PROTEST



NEW PPLs!



👉 Gary Lander
ZS-JBH on 20/10/2021

Congratulations!



Stephan Oosthuizen
ZS-KNI
03/11/2021



👉 Carl Fisher ZU-WES 29/11/2021

oOo

FIRST SOLO!

Erin Muirhead -WES 15/11/2021



You noticed that too? The GLEE on Gavin's face?

That's because Erin is his FIRST SOLO STUDENT as a Flight Instructor!

Solo Parties

The Covid lockdowns have interfered with our usual solo Calendar, with some events being cancelled, including SOLO PARTIES. So we have been playing catch-up!

On 15 October we CELEBRATED Kyle Bezuidenhout's FIRST SOLO, where he not only



took the SENSIBLE SAFETY OATH, received his certificate, single bars and a plaque to commemorate the occasion, but also took a little unplanned swim in the pool !

28-03-2021	02-02-2020
Kyle Bezuidenhout ZU-WES	Eurico Stork ZU-SAA
14-08-2020	09-09-2019
Mouez Abokdiar ZU-SAA	Kelly Du Pr ZU-SAA



The Oath Taking



Curtis & Adam mixing the traditional Propeller Cocktail – too much joy??

On 12 November, we Celebrated Kevin Wood's FIRST SOLO, and although he escaped the pool dipping, it was a boisterous affair, and much fun



was had by all...



Kevin valiantly downs the Propeller Cocktail whenever he makes a mistake (there are many), while taking the OATH on the CARS and CATS ...



The deliciousness of the cocktail can be seen on Telani's face...



...and the Xmas Party impromptu SOLO Party... with Erin Muirhead, (Solo in ZU-WES on 15 Nov 2021); Bryan Berkeljon, (Solo in ZU-SAA on 12 June 2021); and Penny Jenkins, (Solo in ZS-KNI on 30 July 2021).

They artfully told us about their FIRST SOLO FLIGHT, took the prescribed Oath, and drank from the dreaded propeller. We do however call for a re-do due to lack of preparation – they must still receive their Certificates, Epauettes, and position their Plaques in the Pub). A Solo Celebration simply isn't complete without this.



Finally Back to Work!

It's been a long hard road due to the 2020 and 2021 Covid "pandemic" Pilot cutbacks for one of our longest standing Members, SAA Captain and DFE 1, John Campbell, (*on the right in this picture*); but eventually, on 17 October 2021, he was back in the air alongside his co-workers.

The initial lockdown started on 27 March 2020, and most SAA Pilots were grounded, without pay, due to this lockdown. A long legal battle of just over 8 months eventually resolved this, however there were pay cuts. Only a very few Pilots have been recalled to service.

oOo



An unmanned aircraft...



Aircraft Trouble

Lucinda Baty has had her share of aircraft emergency situations, the most recent being on a calm Thursday afternoon on the 21st of October, 2021. Kelly du Preez and Telani Lithgow had just started up in ZS-KNI for a flight to the GFA when Lucinda (we all know her as Tot), let the Tower know she had an undercarriage problem in the Crusader ZS-TRM.

Tot did all the right stuff trying to see if the problem was real and if so, if it could be fixed, flying past the Tower to check the undercarriage was out, speaking to the mechanics, and finally flying out at Albert Falls to reduce fuel before coming in to land.

Kelly and Telani took off, as there was still uncertainty surrounding the landing time for TRM, but as they turned out for the GFA, Tot announced she was coming in for landing.

Fearing that TRM would be on the runway for quite some time, probably more than the hour KNI planned to be out, Kelly and Telani decided to return for immediate landing ahead of TRM, to avoid a forced diversion or delays. Good thing too.

The fire brigade was on standby, and the Ambulance had been called. Tot did a long slow final approach, kissed the ground gently with the tyres, and rolled to a slow stop straight ahead just over half way down Runway 16.

The fire brigade hosed TRM down for good measure, but all was well with Pilot and Passenger.

Things could have gone very wrong, as you can see in the picture on the right. The oleo collapsed onto the disk brake. It was a Pilot's job well done.

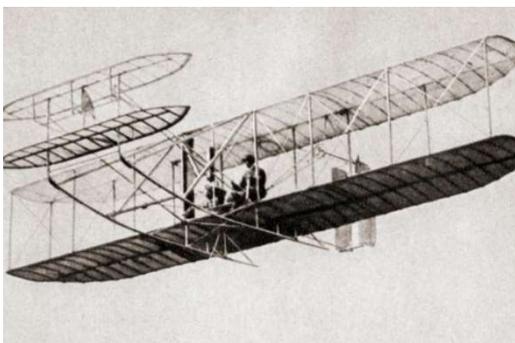


The aircraft remained on the runway, blocking it for all other aircraft, for a few hours.

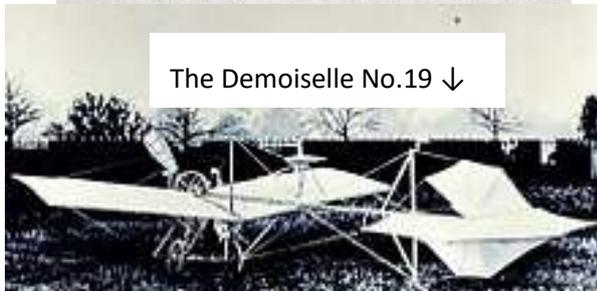
oOo



DID YOU KNOW?



The Demoiselle No.19 ↓



← The first heavier than air flight happened on 17 December 1903.

By 1907 The world's first series production aircraft, the **Demoiselle No 19** could be constructed in only 15 days, and achieved a speed of 120km/hr.

By 1911, aircraft became militarised.

By contrast, the first car was completed in 1886.

The first production cars were the Model-T Ford in 1908, you could buy them in any colour as long as it was black.

Only 5% of the world's population have ever been on an airplane

More than 80% of the population is afraid of flying



Year End Function

This year, our Function was held on Saturday, 4 December, starting at 6pm. In spite of Level 3 (reduced) lockdown, there was a very good turnout, and much fun was had by all.



Thank you to everyone behind the scenes who made this possible. Décor was arranged and set up by Telani Lithgow, Louise Lithgow, and Penny Jenkins, with assistance from Steve Svendsen, Johan Riekert and Lucio Santoro. As usual, Fikile Dlamini helped with cleaning of, and gathering all the decorations.



Keith Masivise arranged a Klipdrift promotion, so there was free Klippies and Coke. Thank-you Keith!



Lucio's punch made its usual appearance, and although it claimed a victim or two, this time our Chairman knew to steer clear from the dangerous liquid that tastes like cooldrink.

Music was spectacular, by Chris Jensen, who is always a treat to listen to. The Meal, which was fabulous, was provided by Grant van Staaden's Kings Kitchens.



We had TEN first SOLO students this year and 12 first PPL's! Our most productive year in a long time.

10 FIRST SOLOS in 2021

- Luke Wilson SAA 30 Jan
- Thomas Gibbons SAA 21 Feb
- Kyle Bezuidenhout WES 28 Mar
- Ayden Shrives KNI 09 Apr
- Kevin Wood SAA 15 Apr
- Richard Goble SAA 17 May
- Bryan Berkeljon SAA 12 Jun





- Barry Cromhout SAA 24 Jun
- Penny Jenkins KNI 30 Jul
- Erin Muirhead WES 15 Nov

12 FIRST PPLs in 2021

- Leon Cronje SAA 19 Mar
- Brandon Slow KNI 20 Mar
- Courtney Baker SAA 31 Mar
- Rory McKenzie SAA 23 Apr
- Wayne Thompson SAA 27 May
- David van Rooyen WES 28 May
- Sonali Singh SAA 09 Sep
- Thomas Gibbons SAA 10 Sep
- Brandon Baker SAA 12 Sep
- Gary Lander JBH 20 Oct
- Stephan Oosthuizen KNI 03 Nov
- Carl Fisher WES 29 Nov



Our most determined PPL this year was Gary Lander, who started his training in 2015, and due to expiry of exams, (work commitments et al), had to write them all again. He finally finished the job this year. Well done for sticking with it!

Richard Bam & Nathan Lindsey both got tug ratings this year. Good job.

AWARDS

Our Master of Ceremonies, was our Chairman, Steve Svendsen, (pictured right) who gallantly awarded the Trophies this year.

This year he had no input in the selection of the candidates.





Best PPL – Wayne Thompson

Wayne was an incredibly focussed and passionate ppl student. He learned quickly and displayed a strong desire to learn and get things right.

He owned his errors and treated them as learning curves. Not learning fast enough was a constant irritation to him but a source of great banter for his instructor.

His attitude remained humble and eager and he fed his instructor with great feedback throughout. He often had to contend with long periods in Zambia between training but picked things up again quite quickly. Wayne often and eagerly asked questions and sought diligently for the correct answers. Wayne sacrificed much time and put much effort into gaining his ppl and as his

instructor I appreciated his commitment. Well done!

Best SPL – Bryan Berkeljon

Bryan lives in Himeville, and travels two hours by car to get here for his lessons. He is a business owner, and father of two. He started with us in July 2018. This year he has picked up his pace towards completing his PPL, including pushing through on exams, which we all know is a bit like studying for Matric while working full time and having to find family time – it is NOT easy. Along with a friend, Jayson van Schalkwyk won this year's first ever aerial scavenger hunt, , to Telani's great surprise. He has even purchased himself a little aeroplane, and, along with an Instructor, flew it back from Joburg to Himeville. He is only a few Navigations away from completing his PPL. Well done Bryan.



Most Safety Conscious Pilot – Jordan Hunter

Jordan Hunter is an excellent example of a safe pilot. He is often see waiting in the aero club planning and determining weather conditions, alternate airports and the safety of his passengers for his upcoming





flights. Whether it's a sunny day or the low clouds have set in, he never lowers his standards of safety.



Jordan is a pilot who knows his limits and knows when to say no - this is an extremely important quality to have as thousands of incidents around the world happen due to pilots not knowing when to say no. Another great aspect of Jordan is his attention to safety briefings for his passengers. Whether it's going for a flight with him or taxiing aircraft for refuelling he will always highlight the dangers and how to mitigate and control them if anything were to happen.

Jordan not only has experience in the air but many times we see him taxiing large aircraft like the king air with extreme caution in our small gates of the General Aviation parking, making a good example to students at the aero club of how to handle aircraft on the ground.

Most Meritorious Performance - Lucinda Baty

Lucinda has had her share of aircraft emergency situations, the most recent being on a calm Thursday afternoon near the end of October. She had an undercarriage issue in the Crusader, TRM. Her demeanour was professional, and her decisions were well measured. She landed the aircraft gently and stopped on the runway with the oleo lying on the wheel, but everything else in one piece. This is an accident that could have gone horribly wrong, if handled differently.





Distinguished Airmanship – Barry Williams

Barry received the award this year, not only in honour of his decades as a professional pilot, but because, if you are ever in any kind of pinch, Barry is the man you want to call to airlift you out of trouble. He a man who has chosen the freedom of Charter above the structure of Airline flying. Under difficult circumstances, he is a Pilot you can rely on.

Sadly, due to a fuel leak, he was unable to make it back on time to receive his award, as planned.





Even if I keep my mouth shut, you can still read the subtitles on my face.





A good speech should be like a woman's skirt: long enough to cover the subject and short enough to create interest.

~ Winston Churchill



'Twas the night before Christmas all over the place,
When we were confronted by an old flying ace.
There was icing reported and turbulent air ,
He said, "File me a flight plan, I gotta get there".

Outside sat his aircraft all ready to run,
And the old man walked out to that P-51.

"Bad weather's no problem," he silently mumbled,
The prop came to life...that big Merlin rumbled.

He eased in the throttle, the roar shook the ground,

He taxied on out and turned it around.

He went through the run-up and seemed satisfied,

Then he said to himself, "I'm in for a ride."

So he lined it up straight as he poured on the coal,

The tailwheel came up as he started to roll.

Up off the runway, he sucked up the gear,

And that mighty V-12 was all you could hear.

He screamed overhead with a deafening crack,

Blue flames flying from each little stack.

"He pulled up the nose and started to climb,

No ice on that airframe, it didn't have time.

On top of the weather with the levers all set,

He looked up above him and saw a Learjet.

"With jet fuel and turbines there just ain't no class,

Gimme pistons, and props and lots of avgas!"

Now he was approaching where he wanted to go.

But the weather had covered the runway with ice
and with snow.

How will he land it? We just have to guess,
because the only way in was a full I-L-S.

Then over the outer marker, he started his run,

The ceiling was zero, visibility...none.

Still going three hundred and he felt the need,

For an overhead break to diminish his speed.

Over the numbers he zoomed, along like a flash,

Pulled into his break, we just knew he would crash.

Oh, why do they do it on these kind of nights??

Then over the threshold, we saw landing lights.

"I'm on a short final with three in the green,

And I see enough runway to land this machine."

Then he tied down that Mustang, and they all heard
him say,.. "Next year, I'm stickin' with my reindeer
and sleigh.."



Upcoming Events at



AGM

The AGM will be held on Friday 4 February 2022.



Club Comms

Our Aircraft News

AIRMANSHIP RULES for Club Aircraft:

1. If you open it, close it.
2. If someone else left it open, close it.
3. If you turn it on, turn it off.
4. If you unlock it, lock it.
5. If you break it, fix it.
6. If you can't fix it, report it to one of the staff.
7. If you borrow it, return it.
8. If you use it, take care of it.
9. If you dirty it, clean it.
10. If you move it, put it back.
11. If you don't know how to operate it, leave it alone, but better still, learn how to operate it.
12. If it doesn't concern you, don't mess with it.

TIDYING UP SPARKS JOY

DO NOT leave your rubbish in the aircraft.

DO polish the window with ClearVu before your flight.

DO complete the Flight Folio, including fuel uplift and PIC details.

DO sign out and back in – properly.

DO ask for help if you need any.

ZS-KNI – C172 ...



On 4 October, one greaser of a landing on runway 16 after an unmanned flight, the starboard wheel started deflating. Aware of this, the pilots taxied slowly but very firmly and were able to exit the runway before the tyre was completely flat, preventing a diversion for Airlink, which landed shortly after KNI.

OFS came straight to the rescue, but it was over an hour before the aircraft was properly moved.



There was a short shift, which required a lot of man power, to move KNI just a little bit further and allow Airlink to squeeze past on Bravo.



If you have never had a tyre go flat on you, you know it is happening because taxiing becomes very heavy and the aircraft wants to swing towards the deflating tyre. A deflating tyre acts like a very effective brake. If you have come to a



complete stop, and have a flat tyre, do not expect to be able to move, not even with full power. You are, for the time being, rooted to the spot.

Other than this incident, nothing major to report for KNI.

SLING UPDATE

ZU-SAA ...PPL Sling 2...

At the end of October, it was once again time to change SAA's oil at the 50 hr mark. He had also been needing the battery backup to start, so the need for a new battery was suspected. (They are about R200). This was found to not be the cause of the starting problem. One of the regulator wires on one of the Lanes was burnt in spite of Instructors and Students managing the voltage by using nav and landing lights permanently to reduce the load, as instructed by a bulletin.



Brandon Baker in ZU-SAA at El Mirador, shortly before SAA's Maintenance issues. We will call it "Aircraft Covid".

When the regulator is changed, so is the stator. This was done. In one of the standard maintenance run-ups, a fuel line was not properly clamped and the fuel spilled onto a hot exhaust causing a fire. The fire was put out very quickly, and there was minimal damage to repair. Hose clamp tightened solved that problem. However, the test flight unearthed another issue... with full power at rotate speed, the engine cuts power. Reducing the throttle brings the power back. Fuses were checked, as this has been found to cause this problem. Fuse replaced,

but the problem persists. TAF has been brought in, but by end December, and with AMO's going on leave, the problem had not yet been resolved.

ZU-WES – Light Sport...Sling 2...



ZU-WES at TAF – Tedderfield, during the engine swap.

Fortunately ZU-WES arrived back days before SAA went in for that fateful oil change. WES looks the same on the outside, but now sports a 912ULS (twin carb) engine, and no longer the 912iS (fuel injected). The result is higher fuel use (23 lph as opposed to 15 lph) and a loss in top speed from 100kts to 95kts.

Note there are adjustments to the check list – fly with an Instructor before going solo again.

The advantages are the engine is not as high performance, and has less sensors and no Lane Lights, so the Lane Light (sensor) problem is no longer an issue. The engine runs smoothly and quietly, and WES has been behaving well.

New Members:

A warm welcome to our newest members: Flying members: (Dec 9 Meeting) - Musawenkosi Mkhize; Richard Glen Haw; Saihesh Maharaj; Peter Hayter; Michael Hayter; Bryan Roestof; Ryan Taylor.

Social members: Anne Winterbach.



New Instructor:



A warm welcome to Iain Rennie, a long time Member, who has now joined us as a part-time Flight Instructor. He has recently qualified as a Grade 3, and will predominantly be teaching students from his community, through the Pmb Aero Club.

Pictured left here in his Tri-Pacer, he is also the author of *Tango the Tri-Pacer*, a delightful children's story about a mountain rescue. The book can be purchased at the Club for R120.

Club Security Notice

Members, and friends, please make sure you CLOSE THE BOOM when parking, and CLOSE THE GATE when entering or exiting the Clubhouse on WEEKENDS. This will save us putting a spring on the gate to auto close it, which would be annoying during the week!

The pin to enter the Clubhouse is the year the Club was established followed with a #

The number to enter the parking area is 079-929-3726 for the Boom Gate. Please dial to open, and again to close, and make sure you can see the boom when doing so to avoid closing the boom on someone's car!

The boom gate *will not work* if your number hasn't been loaded. The usual procedure is to contact Telani or Kelly to get loaded up. However, at the moment the system isn't accepting new numbers. We are attending to this. In the meantime, ask someone else to open up the boom for you.

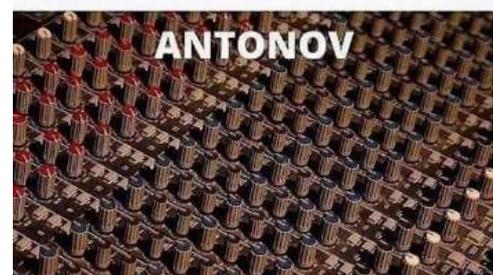


“Great pilots are made not born... A man may possess good eyesight, sensitive hands, and perfect coordination, but the end result is only fashioned by steady coaching, much practice, and experience.”

- Air Vice Marshal J.E.
“Johnnie” Johnson, RAF

“From a safety standpoint, in our view one of the things that we do in the basic design is the pilot always has the ultimate authority of control. There's no computer on the airplane that he cannot override or turn off if the ultimate comes. In terms of any of our features, we don't inhibit that totally. We make it difficult, but if something in the box should behave inappropriately, the pilot can say ‘This is wrong’ and he can override it. That's a fundamental difference in philosophy that we have versus some of the competition.”

— **John Cashman**, former Chief Test Pilot, Boeing 777.



Fleet Hours & Hire Rates

Fleet hours 2020 are:

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
KNI	24.2	35.1	23.0	25.6	17.6	8.9	54.2	7.2	15.0	14.2	24.9
WES	n/a	n/a	n/a	21.3	51.2	2.5	n/a	n/a	n/a	n/a	6.1
SAA	7.2	46.1	47.0	38.1	55.1	71.1	43.7	55.6	45.1	37.9	0
	31.4	81.2	75.2	85.0	123.9	82.5	97.9	62.8	60.1	52.1	48.1



AIRCRAFT HIRE RATES effective 1 April 2021:

All prices are VAT inclusive.

C172 → R2200

SLING 2 → R1610

INSTRUCTOR HIRE per hour → R402.50 (flying and briefing)

Trial Lesson prices:

Sling 2 – R1070 | C172 R1313

Fuel Price

incl VAT	Jan 2021 Rate	Feb 2021 Rate	Mar 2021 Rate	Apr 2021 Rate	May 2021 Rate	Jun 2021 Rate
AVGAS	17.40	19.20	22.00	21.70	21.50	21.20
JET A1	12.30	12.70	13.80	14.10	13.90	14.10

incl VAT	Jul 2021 Rate	Aug 2021 Rate	Sep 2021 Rate	Oct 2021 Rate	Nov 2021 Rate	Dec 2021 Rate
AVGAS	22.00	22.70	22.70	22.70	22.90	24.80
JET A1	14.60	14.60	15.10	15.10	15.20	15.90

Fuel Prices per litre



Pilot refuelling

Coffee/tea available at the Club for Members and Guests on the house. Monday to Friday from 08:30 to 15:30 toasted sarmies R20, chips small R15, chips large R20, and mince on toast R15, mince on toast with an egg on top R20, available on order. Toasted sarmies are chicken mayo, or any combination of ham, cheese and tomato.

Kings Kitchens is offering alternatives, wraps, chocolates, quality coffees. Ask at the Club.

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



MOORE STEPHENS

Struggling to navigate
your financial and tax affairs?

Audit | Advisory | Tax

E	info@mspmb.co.za	North View, 8 Bush Shrike Close
T	+27 (0)33 347 0220	Victoria Country Club Estate
F	+27 (0)86 681 8065	Pietermaritzburg, 3201

Contact us for expert advice.

ITALIA

ENGINEERING CC

Manufacturers of Quality
Agricultural Equipment

RELIABILITY QUALITY STRENGTH

033-386-6424 22 Pentrich Road
033-386-4218 Pietermaritzburg

italeng@mweb.co.za
www.italiaengineering.co.za

Msunduzi Buildit



Phone:
033 342 6642

OPEN :

Sun 7am – 12pm
Mon 7am – 5pm
Tue 7am – 5pm
Wed 7am – 5pm
Thu 7am – 5pm
Fri 7am – 5pm
Sat 7am – 1pm

101 Boschoff Street
Pietermaritzburg



FOR ALL YOUR BUILDING NEEDS



Brian Hawkesworth and Associates

Authorised Financial Service Provider
Certified Financial Planner

We are a long term insurance brokerage.

Licensed with all major South African Assurers:

- Life Insurance,
- Investment,
- Medical Aid.



Personal Financial Planning

Business Financial Planning



031-767-4013
083-259-5882
brian@hawksure.co.za

taking care of your future

ORIBI FLYING SERVICES

AMO# 201



PROFESSIONAL RELIABLE THOROUGH SERVICE

1 Pharazyn Way, Oribi Village, Pietermaritzburg, 3201
033 386 1480
planes@mweb.co.za



WE KEEP YOU FLYING



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.

Contact

RICHARD STUBBS

Tel: 27-11 467 3103/3193

Fax: 27-11 467 8444

Cell: 083 655 0355



The Accommodation Establishment of Choice for Pietermaritzburg Aero Club

www.lincolncottages.co.za



Contact

Tel: +27 33 396 4576

Cell: + 27 72 218 6346

info@lincolncottages.co.za

20 Grimthorpe Avenue
Lincoln Meade, Pietermaritzburg
Kwa Zulu-Natal



Instructor's Corner

Tips & Tricks – Cloud base

Want to work out the cloud base for now quickly? All you need is the current dew point and temperature, (which, as you know, is in the METAR, which, as you know, gets updated hourly).

Take the difference between T°C & Dewpoint, x 1000 ÷ 2 and you have your approximate cloud base.

Let's look at an example:

Below is a METAR and a TAF for the same day, sourced from <https://aviation.weathersa.co.za> on 7 Nov 2021 at 10:32Z. At Pmb it says Temp/Dewpoint is 20/17. You know this means that there is likely to be mist or fog, or drizzle, since they are within 3°C of each other. Their difference is 3, multiply by 1000 and divide by 2 and you get 1500ft cloud base (give or take). You will read on the TAF that the cloud is broken at 2000ft. (And if you look outside, it looks pretty miserable, more like 1500' than 2000').



Try the METAR/TAF combo for King Shaka (FALE) – 23/19 = 2000ft cloud base. As you can see, the TAF agrees...

METAR - Meteorological Aerodrome Report

Compiled at Aviation Weather Centre, O.R. Tambo Intl. Airport
Date:2021-11-07 - Time:10:32:03 Z

KwaZulu Natal

FALE 071030Z 11007KT 080V150 9999 FEW012 OVC045 23/19 Q1011 NOSIG=
FAPM 071000Z AUTO 10006KT //// // // 20/17 Q1013=
FARB NO DATA=
FAMG 071000Z AUTO 15004KT //// // // 22/21 Q1012=
FAVG 071000Z AUTO 14007KT //// // // 25/20 Q1012=
FAGY 071000Z AUTO 15006KT //// // // 25/19 Q1014=
FAUL 071000Z AUTO 10007KT //// // // 28/20 Q1011=
FALY 071000Z AUTO 32008KT //// // // 33/10 Q1012=
FANC NO DATA=
FAMX 071000Z AUTO 09004KT //// // // 28/22 Q1010=

TAF - Terminal Aerodrome Forecast

Compiled at Aviation Weather Centre, O.R. Tambo Intl. Airport
Date:2021-11-07 - Time:10:32:03 Z

KwaZulu Natal

TAF FALE 071000Z 0712/0818 13010KT 9999 SCT020 OVC045 TX24/0712Z
TN19/0803Z PROB40 TEMPO 0714/0722 5000 TSRA BKN015 FEW035CB BECMG
0718/0720 VRB02KT PROB30 TEMPO 0803/0810 7000 RA BKN020 BECMG
0807/0809 05013KT FM081500 19016G26KT 9999 BKN020 TEMPO 0815/0818
4000 TSRA BKN015 FEW025CB=
TAF FAPM 070900Z 0710/0721 12010KT 9999 BKN020 TX23/0712Z
TN16/0718Z PROB40 TEMPO 0714/0720 5000 TSRA BKN015 FEW035CB=
TAF FARB 070900Z 0710/0718 NIL=



Aero Club Shop

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	Stock arriving soon
Pmb Aero Club Bucket Hats	R180	In stock
Pmb Aero Club ties	R 35	In stock
Pmb Aero Club Jersey	R 260	In stock
PAC Pilot Shirts (white)	R 250	In stock



Pilot Logbook (large)	R 370	In stock
Fuel Tester	R 215	In stock
Pmb Aero Club Wings	R 300	In stock
Epaulettes	R 50	Out of stock
Durban Maps – laminated one side for easy folding: 1:500 000 & 1:1 000 000	R 75	In stock

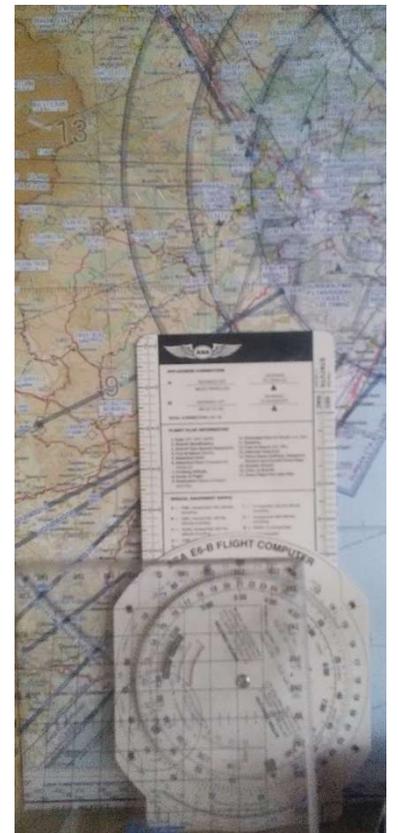


Books:

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



Nav Tools:

Square Protractor	R 215	In stock
Ruler	R 200	In stock
E6B Whizz Wheel	R 310	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

Please take note of the following dates below ;

The SACAA Examination office and all ATOs exams centres will close from the **17 December 2021 at 16:00.** (end of business)

SACAA Exams office will resume exams from the **10 January 2022 at 08:00**

Please email your interesting stories, or pics, or anything related to aviation to telani@pmbaeroclub.co.za for inclusion in the Telstar.

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
 Webmaster of www.flight-training-made-simple.com & www.pmbaeroclub.co.za

WhatsApp: 082 490 1654 Email: telani@pmbaeroclub.co.za