



PIETERMARITZBURG
AERO CLUB

established in 1938

APR/ MAY 2019

TELSTAR NEWSLETTER

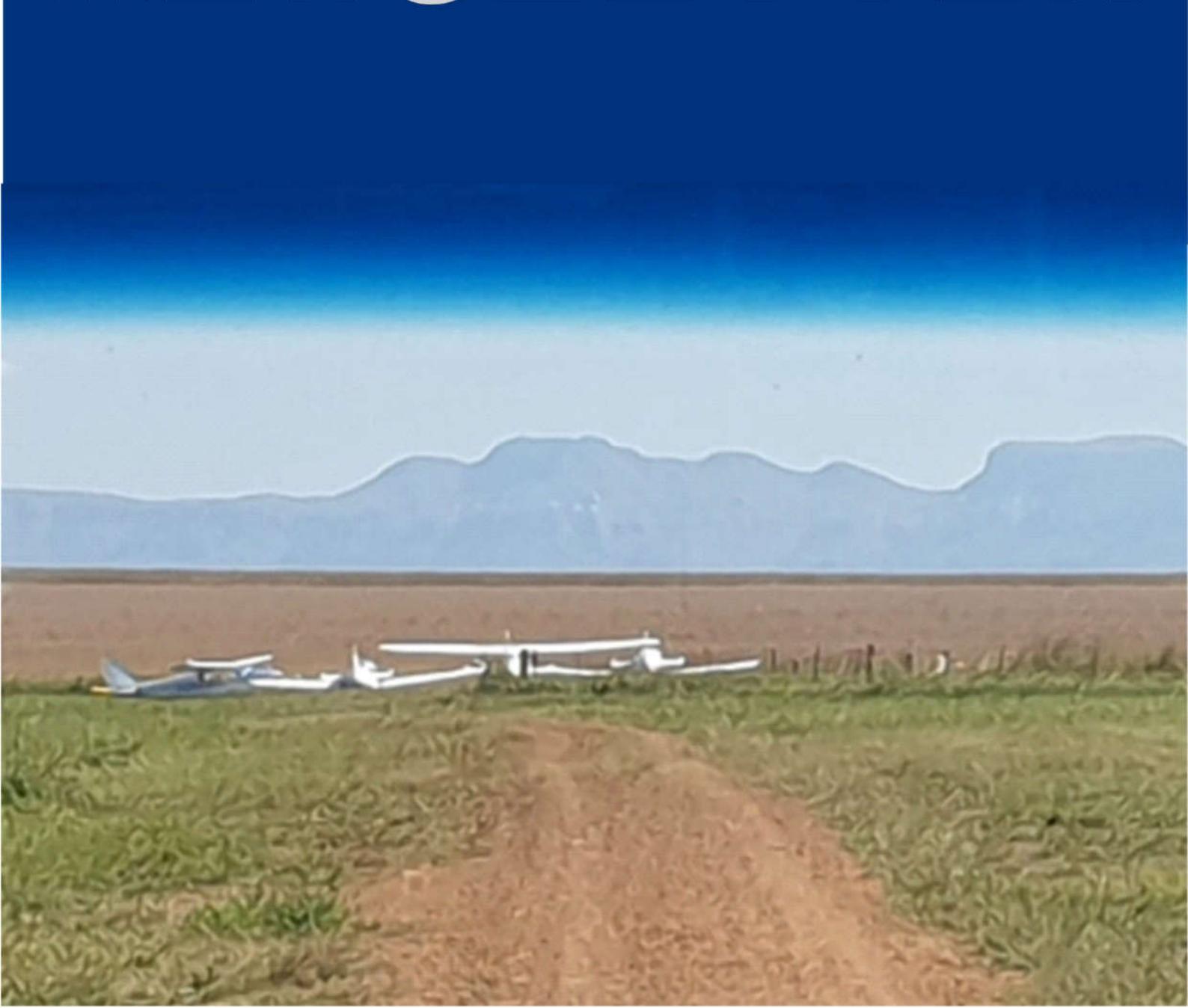


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Martin Hellberg - Club Treasurer for 37 years



Martin Hellberg, pictured above with wife, Cheryl in the Pmb Aero Club Pub, has been Treasurer of the Pietermaritzburg Aero Club from 21 March 1982 to 24 May 2019, that's 37 straight years, 2 months and 4 days. He has decided not to stand again.

From all of us, a BIG thank-you for all your dedicated service to the Club! You will be missed.

We hope we can still call on you for advice, and will still see you around at the Club.

Pub Talk

1903- → first powered flight → 1908 → first cars in production → 1910 → first airplanes in production → 1914 → first commercial flight → 1927 → first federal pilot license issued → 1938 → Pmb Aero Club started → 1939 → first jet powered flight → 1947 → Sound barrier broken → 1969 → Neil Armstrong walks on the moon .

The Wright Brothers -where it all began

Story from <https://www.history.com/topics/inventions/wright-brothers>

Wilbur and Orville Wright were American inventors and pioneers of aviation. In 1903 the Wright brothers achieved the first powered, sustained and controlled airplane flight; they surpassed their own milestone two years later when they built and flew the first fully practical airplane.

Early life

Wilbur Wright was born on April 16, 1867, near Millville, Indiana. He was the middle child in a family of five children. His father, Milton Wright, was a bishop in the Church of the United Brethren in Christ. His mother was Susan Catherine Koerner. As a child Wilbur's playmate was his younger brother, Orville Wright, born in 1871.

Did you know? Neither Wilbur nor Orville attended college, but their younger sister Katherine did.

Milton Wright's preaching took him on the road frequently, and he often brought back small toys for his children. In 1878 he brought back a small model helicopter for his boys. Made of cork, bamboo and paper, and powered by a rubber band to twirl its blades, the model was based on a design by the French aeronautical pioneer Alphonse Pénaud. Fascinated by the toy and its mechanics, Wilbur and Orville would develop a lifelong love of aeronautics and flying.

Wilbur was a bright and studious child, and excelled in school. His personality was outgoing and robust, and he made plans to attend Yale University after high school. In the winter of 1885-86, an accident changed the course of Wilbur's life. He was badly injured in an ice hockey game, when another player's stick hit him in the face.

Though most of his injuries healed, the incident plunged Wilbur into a depression. He did not receive his high school diploma, cancelled plans for college, and retreated to his family's home. Wilbur spent much of this period at home, reading books in his family's library, and caring for his ailing mother. Susan Koerner died in 1889 of tuberculosis.

In 1889 the brothers started their own newspaper, the West Side News. Wilbur edited the paper, and Orville was the publisher. The brothers also shared a passion for bicycles- a new craze that was sweeping the country. In 1892 Wilbur and Orville opened a bike shop, fixing bicycles and selling their own design.

Developing the Airplane

Always working on different mechanical projects and keeping up with scientific research, the Wright brothers closely followed the research of German aviator Otto Lilienthal. When Lilienthal died in a glider crash, the brothers decided to start their own experiments with flight. Determined to develop their own successful design, Wilbur and Orville headed to Kitty Hawk, North Carolina, known for its strong winds.

Wilbur and Orville set to work trying to figure out how to design wings for flight. They observed that birds angled their wings for balance and control, and tried to emulate this, developing a concept called "wing warping." When they added a moveable rudder, the Wright brothers found they had the magic formula- on December 17, 1903, they succeeded in flying the first free, controlled flight of a power-driven, heavier than air plane. Wilbur flew their plane for 59 seconds, at 852 feet, an extraordinary achievement.

The Wright brothers soon found that their success was not appreciated by all. Many in the press, as well as fellow flight experts, were reluctant to believe the brothers' claims at all. As a result, Wilbur set out for Europe in 1908, where he hoped he would have more success convincing the public and selling airplanes.



Dec 17, 1903, by the toss of a coin, the first person to fly was Orville Wright.

Fame

In France Wilbur found a much more receptive audience. He made many public flights, and gave rides to officials, journalists and statesmen. In 1909 Orville joined his brother in Europe, as did their younger sister Katharine. The Wrights became huge celebrities there, hosted by royals and heads of state, and constantly featured in the press. The Wrights began to sell their airplanes in Europe, before returning to the United States in 1909. The brothers became wealthy businessmen, filling contracts for airplanes in Europe and the United States.

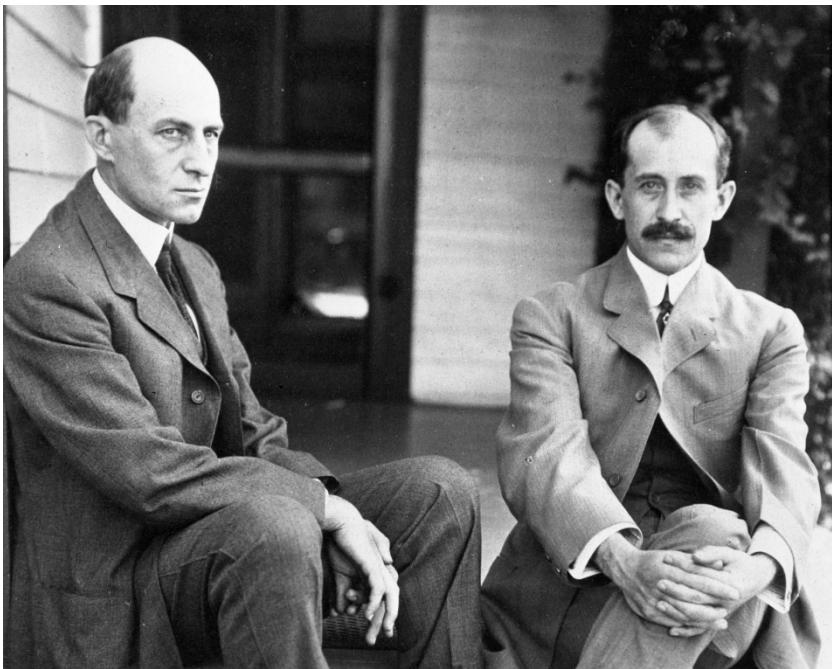
Wilbur and Orville always took shared credit for their innovations, and maintained a close relationship throughout their lives. Behind the scenes, however, there was a division of labour. With his sharp instincts, Wilbur was the business mind and executive of the operation, serving as president of the Wright company.



1910-1914 Model B – Built by the newly formed Wright Company, this **was** the first mass-produced airplane. It **was** also the first Wright airplane without a canard.

Death and Legacy

Wilbur fell ill on a trip to Boston in April 1912. He was diagnosed with typhoid fever, and died on May 30 at his family home in Dayton, Ohio. Milton Wright wrote in his diary, ““A short life, full of consequences. An unfailing intellect, imperturbable temper, great self-reliance and as great modesty, seeing the right clearly, pursuing it steadily, he lived and died.”



Wilbur (left)

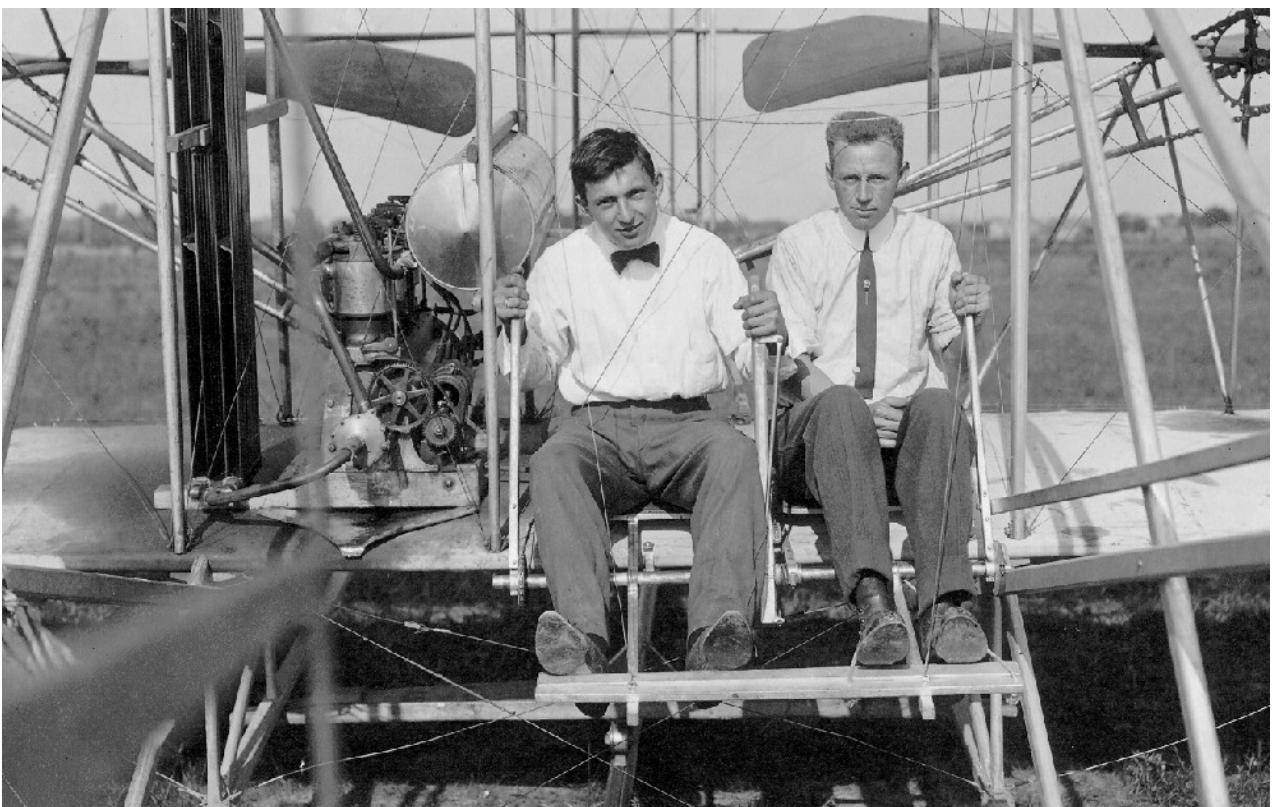
and

Orville (right) Wright

oOo

Flight Instruction 101

1907-1909 Wright Model A Aircraft built by the Wright Brothers Airplane Factory. The "Orville" control system shown in this Model A at the Wright Flight School in Montgomery, Alabama, has three levers, but only two of them are used.



Tony Jannus conducted the United States' **first** scheduled **commercial airline flight** on 1 January 1914 for the St. Petersburg-Tampa Airboat Line.



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NB

**Pmb Aero Club
Announcement:**

PLEASE NOTE – LATE CANCELLATIONS

(less than 24 hours), and NON-ARRIVALS

for aircraft bookings WILL BE CHARGED at R400 !

This is still less than the cost of the loss to the Club.

WEATHER and UNEXPECTED ILLNESS

will get you off the hook, but please be in contact.

OTHER PEOPLE LOSE THE OPPORTUNITY

TO FLY IF YOU ARE INCONSIDERATE !

Recent Events

Solo Party & Safety Evening

A fun and successful SOLO PARTY was held on the 12th of April. THREE young women and FOUR young men took the OATH and drank from the dreaded PROPELLER.



Left to Right - Tyron Gibbs, Richards Bam, Nathan Lindsey, Sarah Mingay, Sonali Singh, and Nicole Schwülst. (Haden Jacobs is hidden behind Tyron), taking the oath on the CAT's and CARs to follow the 10 laws of Safety in Aviation. Top from Left to Right, holding the dreaded propeller cup – Sonali Singh, Sarah Mingay and Nicole Schwülst.

We also celebrated, Nathan Lindsey and Haden Jacobs getting their PPL's, and having missed their own Solo Party, they were willingly dragged into this one! We were so busy celebrating, we all forgot to take photo's!

Safety Meeting – a qualifying KZN Passport Event

Before the Solo Party, we had a short and very interesting Safety Meeting where Brett Mouton, our Safety Officer, told us of three personal experiences where his safety was compromised and what he did and was advised to do. A fellow pilot saved his and his pax lives during one of these experiences where his

BUCKET OF EXPERIENCE was filled as the fortunate BUCKET OF LUCK was being depleted. This happened when he approached heavy and slow in a C206 and was quickly running out of height and speed with the runway still too far. Very interesting and useful story. Hope you were there to hear it!

The Safety Meeting was also a KZN Passport Qualifying Event, so if you have a passport, come to have it stamped when we check the register! It certainly was a double bonus day!

Breakfast in the Bush – Amphitheatre Fly-In KZN Passport Qualifying Event



It should be illegal to have SO MUCH FUN! The Amphitheatre Lodge Out of Africa Brekkie Fly-In was well supported in spite of it clashing with the EAA Annual Convention weekend in Vryheid.

On 27 April, 5 aircraft took to the skies and experienced a glorious flight to a stunning venue landing on a freshly trimmed strip in the Magnificent Mountain of Spears, and then on top of that we were treated to a

PERFECT breakfast with a magnificent view of the Amphitheatre draped in a rug of cloud.

This too was a qualifying KZN Passport Event... which means you get BONUS POINTS towards those AWESOME prizes!!!





The Magic



Meanwhile, in Vryheid... at the Annual EAA Convention...



Club Member Craig Mee's RV10,

ZU-MEE, won the

Grand Champion

Homebuilt

Award.

Well done!



While Club Member Cameron McKenzie's Carbon Cub, ZU-MCC, built by James Bently, won the best Rag & Tube at the Convention. Fabulous job, as always!

Below left to right – Brett Mouton, Cameron McKenzie, Kenny O'Connor



Spot Landing Challenge –Another Qualifying KZN Passport Event!

Held on Sunday 19 May this year, the SPOT LANDING CHALLENGE was ON!! 23 Participants took to the skies, the wind shifted from calm to a light tailwind making judging the spot oh so much tougher!



← Job done, the Chairman gives the CFI her first ever wheelbarrow ride!

YeeeeeeHaaaaaaa!



Thank you to our Chairman, Steve Svendsen and to a local pilot, Jordan Hunter for judging the event. Delicious brekkie bacon and egg rolls were made by Lize Howard-Browne, with bottomless coffee for only R20. A good brekkie is such a vital part of flight safety, it is even part of the I'M SAFE Pilot pre-flight checklist!



The results were, once again very interesting, with first place being swept away by two entrants sharing first place with 200 points out of a maximum of 300, Pmb Aero Club Solo Student – Sarah Mingay, scoring an 80 and two 60's flying ZU-SAA; and LSA pilot Gareth Evans scoring a 100, 80 and 20 in his Bushbaby, ZU-EPK.

Second was Mike Agnew (pictured below) in ZS-KVW, a Club C172, with 180 points, an 80, 60 and 40,



and third place, another tie with Selwin Hohls,(left) in his Jabi ZU-FHV (60|60|40) and Craig Wing (right), in his Jabi ZU-TOY (80|40|40).



The lowest scores of the day were minus 60 since points were deducted for bounces, heavy landings, and flap retraction before touchdown.

The average landing standard was very good.

TOP 10

- 200- Sarah Mingay & Gareth Evans
- 180- Mike Agnew
- 160- Selwin Hohls & Craig Wing
- 140- Stuart Beach
- 120- Sonali Singh & Mike Agnew
- 100- Nick Holmes & Curtis Mutambo
- 90- Johan Riekert
- 80- Tyron Gibbs & Alistair Wilmot
- 70- Rob Beach & Tristan Langmead
- 60- Lucio Santoro, Jonathan Louw & Mark Perrow

Upcoming Events

The Fun Nav Rally

Time to separate the boys from the men...

The Challenge: Nav Rally

When: Friday 19 July from 6pm

Preparation, pointers & rules

Saturday 20 July from 08h30 am

The Rally Begins!

Where: Pmb Aero Club

Cost: R450 entry fee per aircraft

(to cover SAPFA marshalling, map printing, event planning
& tracking devices)

You will need: An aircraft

A pilot

A navigator

We will need: Your aircraft Reg

Pilot name and cell #

Navigator name & cell #

R450 entry fee

Confirmation of participation by Wed 17 July 2pm

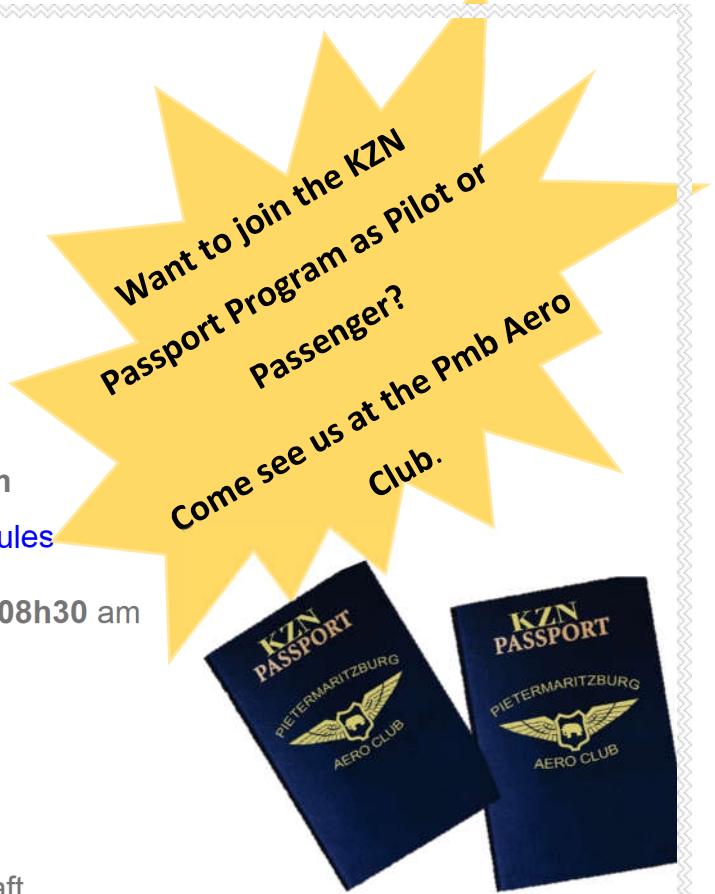
RSVP

Julie by Wednesday 17 July !

033-386-3952 or at pmb-aero@mweb.co.za



Nav Rally



Breakfast Run - Richmond

When: Saturday, 29 June
Where: The Hangar Café, Richmond, McKenzie Strip
Time: 09h00 LMT
Lat/Long: S29°52'41.0" E030°17'19.0"
Elev: 2750ft
Rwy: 11/29
Sfc: 800 x 30m Grass



Club Comms

New SOLO Student



← Instructor George Talbot &
Tyron Gibbs 10-04-2019 WES

Alistair Wilmot 22-04-2019 in WES →

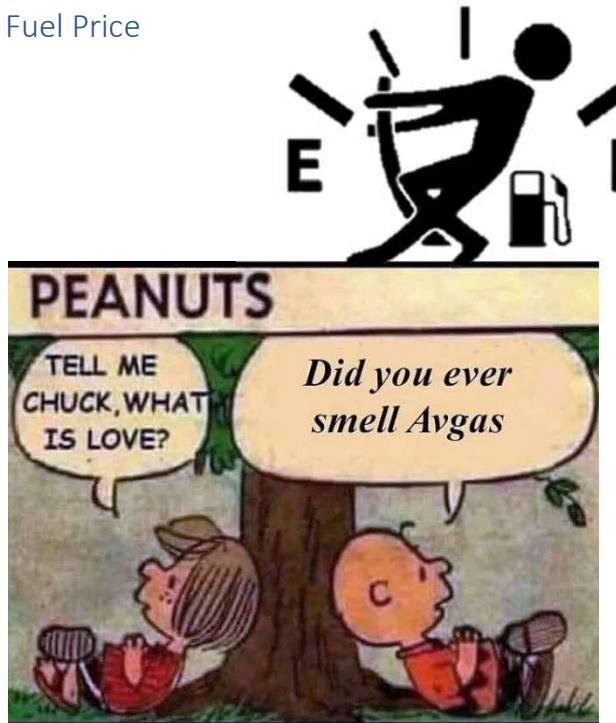


WOOOHOOOO!! Well done !

oOo



Fuel Price



Fuel Prices per litre

incl VAT	Aug'18 Rate	Sept'18 Rate	Oct'18 Rate
AVGAS	R21.60	R22.70	R23.20
JET A1	R13.60	R14.50	R15.40
	Nov'18 Rate	Dec'18 Rate	Jan'19 Rate
AVGAS	R22.50	R21.20	R19.90
JET A1	R15.40	R14.00	R13.40
	Feb'19 Rate	Mar'19 Rate	Apr'19 Rate
AVGAS	R19.90	R19.90	R20.30
JET A1	R13.40	R13.40	R13.80
	May'19 Rate		
AVGAS	R19.90		
JET A1	R13.80		

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Discount on flying hours

Just in case you missed this GREAT news in the January TELSTAR, here it is again :

Platinum	Gold	Silver	Bronze
48 hrs per year	24 hrs per year	12 hrs per year	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.

Right now, your savings would be as follows:

		Flying Membership Packages				
C172	per hour	BRONZE	SILVER	GOLD	PLATINUM	
		annual flying hrs:	6	12	24	48
		% DISCOUNT	2,5%	5,0%	7,5%	10,0%
		VAT incl	R2 047,50	R1 995,00	R1 942,50	R1 890,00
	Members Total Discount:		R315,00	R1 260,00	R3 780,01	R10 080,02
	Total Package Cost		R12 285,02	R23 940,04	R46 620,08	R90 720,15
	Existing Rate		R12 600,02	R25 200,04	R50 400,08	R100 800,17

		Flying Membership Packages				
Sling2 mogas	per hour	BRONZE	SILVER	GOLD	PLATINUM	
		annual flying hrs:	6	12	24	48
		% DISCOUNT	2,5%	5,0%	7,5%	10,0%
		VAT incl	R1 345,50	R1 311,00	R1 276,50	R1 242,00
	Members Total Discount:		R207,00	R828,00	R2 484,00	R6 624,00
	Total Package Cost		R8 073,00	R15 732,00	R30 636,00	R59 616,00
	Existing Rate		R8 280,00	R16 560,00	R33 120,00	R66 240,00

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

Fleet Hours & Hire Rates

All prices are VAT inclusive.

Aircraft	Hours Flown				Aircraft	Hire	Dual	Fee per Landing
	Jan 2019	Feb 2019	Mar 2019	Apr 2019				
ZS-KVW	8.6	12.6	15.6	9.1	C172	R 2,100	R 2,503	R 24.85 / R 124.25
ZS-KNI	10.4	11.1	9.0	5.4	Sling 2	R 1,380	R 1,786	R19.40 / R 96.97
ZU-WES	23.3	29.1	9.6	45.9	Arrow		R 3,591	R 24.85 / R 124.25
ZU-SAA	n/a	28.7	34.1	34.6	TRIAL LESSON:			
					C172			R 1267.35
					Sling 2			R 973.90

oOo

Below: Aircraft visiting from Joies:



New Club Members:

A warm welcome to our newest Members, Wayne Thompson, Rob Winsper, John Haigh, Geoff Dyer, Benjamin Holst and Braydon Archary, John Jackson, Liezel Jacobs, Mike Milne, Mark Reid and Rob Finlayson.

Light Sport Aircraft Corner

By Our Man on the Ground - **John Arkley**

Have you dreamed for years of becoming a pilot? If so, you're in luck, because the soaring popularity of light sport aircraft means that your dream has been transformed from "pie-in-the sky" to "pilot (you)-in-the-sky!"

Qualifying for a light sport aircraft pilot's license can take you less than half the time of qualifying for a private pilot's license. Not only that, it will enable you to operate an aircraft you can afford to own! Some light sport aircraft models retail for not much more than a loaded SUV and get better mileage (up to 20mpg.) They can reach speeds of 220 km/h, or 138 MPH, and altitudes of no more than 10,000 feet.

Being a light aircraft pilot means that you and a passenger can fly when you want, except at night, to any airports you want, bringing along one passenger. You'll no longer be limited to the seldom-met schedules and inconvenient routes of the commercial airlines. You can skip those long lines at the airport security checkpoints, and if your plane's gross takeoff weight doesn't exceed 600kgs, you can carry as much luggage as you need!



A light-sport aircraft (LSA), or light sport aircraft, is a small aircraft that is simple to fly and that meets certain regulations set by a national aviation authority restricting weight and performance. The definition of a light-sport aircraft as a heavier-than-air or lighter-than-air craft, other than a helicopter, with a maximum gross takeoff weight of not more than 560 kilograms for lighter-than-air craft; 600 kilograms for heavier-than-air craft. It must have a maximum stall speed of 45 knots (83 km/h; 52 mph) in landing configuration; a maximum of two seats; there is no limit on maximum speed unless it is a glider, which is limited to Vne 135 kn CAS; fixed undercarriage, which may have repositionable gear, and gliders, which may have retractable gear); an unpressurized cabin; and a single non-turbine engine driving a propeller if it is a powered aircraft.

Advantages

Low purchase prices and maintenance costs.

Simple and easy to fly.

Sport pilot training can legally be completed with fewer flight hours than other certifications, possibly making it a cheaper training option.

A student pilot earning a NPL only needs an aviation Class 4 medical certificate in most cases.

New and expanding market.

Disadvantages

Smaller interior means less leg room (not always the case).

Less baggage space and smaller weight allowances.

Short range and slow flight speeds (not always the case).

Sport pilots are restricted to day VFR flying in most cases.

Flying is one of the most joyful things you can do. Not just flying to a vacation spot on a commercial



Photo Courtesy of Van's Aircraft Company

airliner but getting in a small airplane and flying it yourself. It may be the most relaxing thing you can do. On a clear day, the view from an airplane is breathtaking. You can move as fast or slow as you want, with no worry of being pulled over. You can cherish the view of a lifetime. The view isn't the only great thing about flying either.

Our aircraft news...

ZS-KVW – C172 ...Cessna 172...

All in good working order. KVW can monitor four frequencies on two radios, has a working GPS (minus terrain detail since it was repaired in the USA), VOR/ILS and ADF. KVW is popular for night rating training.

Remember, KVW has INTEGRAL TANKS, which means you can fly up to about 8.5 hrs on full tanks. Just remember to check your W&B which is quick and easy to do on SEAMS. Also remember, 6 USG of fuel are UNUSABLE and form part of the BEW.

ZS-KNI – C172 ...Cessna 172...

KNI now has two working radios and can monitor two frequencies. She has a basic GPS, working VOR and ADF.

Since her engine upgrade she is nose heavy, so if all your weight is up front for a flight, consider putting ballast in the tail compartment so you can raise the nosewheel properly on landing, otherwise she tends to three-point land.

KNI has LONG RANGE tanks with about 6 hrs endurance.

ZU-WES – X333 ...Sling 2...



WES has been out of action for some time. At present he is undergoing open heart surgery with his main harness being replaced. He has had his ignition harness replaced already, all new coils, software checked to the latest upgrade, and is still presenting a baffling solid Lane A light... which must be seen to. Further

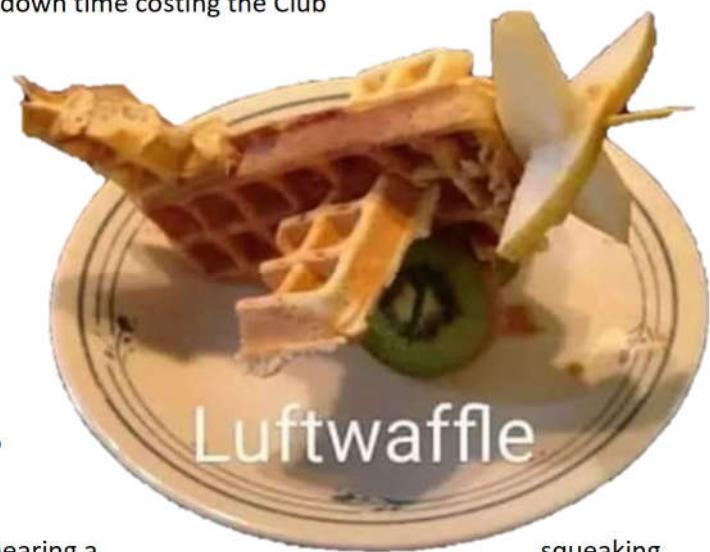
investigation is in progress, and because of this down time costing the Club dearly, WES's future at the Club is unclear.

At present, final investigations are in progress to gather sufficient information to make the best decision for the Club moving forward.

ZU-SAA – TC06 ...Sling 2...

SAA has been filling in for WES. He has had two issues within two days of MPI. The first was a nosewheel bearing that fell out, this was after hearing a noise like scraping breaks. The student pilot, Sonali Singh, made an excellent decision to return from the runway just before take-off to inspect the source of the noise. Well done Sonali on demonstrating such sound airmanship!

The second issue was all lights flashing on the prop CSU. Turns out it was two wiring issues, the wire to one of the brushes was almost severed on the spring, and a second wire hadn't been re-attached or had come loose. All good now.



squeaking

The Slings and FUEL

Both Slings are being run on AVGAS now because the fire department has warned the Club not to keep MOGAS fuel in the hangar, and we were not prepared to leave the fuel outside the hangar.

It is therefore IMPERATIVE that the oil is changed EVERY 50 HRS to remove the lead, and only semi-synthetic oil of the correct grade must be used.

Apparently, the worst that happens is the engine parts are harder to clean at overhaul.

SEAMS and Mass & Balance

Our SEAMS system now has all our Club's aircraft's M&B properly set up, so it will take you seconds to do your M&B Calculations.

Please do them, they are a legal requirement.

A promotional graphic for SEAMS. It features a large image of a propeller aircraft in flight. To the right of the aircraft, the word "SEAMS" is written in a bold, dark red, sans-serif font. Below "SEAMS" is a stylized graphic of a propeller and a wing. At the bottom of the graphic, the website "www.aviationauditing.co.za" is listed. To the right of the website, there is a vertical list of services provided by SEAMS, including Aviation Quality Assurance Management Systems, Accreditation Advisory Service, Manual Composition, Aviation Consultation Services, Air Service Licence Applications, and Quality and Safety Audits.

Our Aero Club Committee:

These are the people who are behind what's happened in the Pmb Aero Club over the last year, and here is a very brief summary of what everyone has done for the past year.

President: Anthony Grant



Day job: Lawyer

Anthony helped our Club over a very difficult time as Chairman for two years before reluctantly agreeing to stand as Club President. He has a very busy work schedule and although happy to assist when called on, has mostly been absent this year.

Chairman: Steve Svendsen



Day job: Partner in Safari Air, Mozambique

Steve is a hands-on Chairman. He has been involved in Pmb Airport and the Club for decades. (He opened Mid East Aviation Charters here, which became Airlink. He is integral in designing the first instrument approaches at FAPM). Steve continues to be very active in taking care of the Pmb Aero Club on a day-to-day basis and is our Flight School Accountable Manager and Responsible Person : Aircraft.

Treasurer: Martin Hellberg



Day job: Chartered Accountant

Martin has been Treasurer for 37 years and has decided not to run again. He keeps amazing records, and has an intimate knowledge of Club history. He oversees and advises on all the financial aspects of the Club.

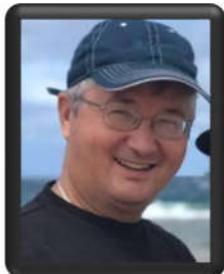
Committee Members

Gary Hughes



Day job: Group Timber Procurement Azkoyen International

Gary comes to roughly every third Committee Meeting and calls himself the quarterly negative oke – to keep the balance.



Brian Hawksworth

Day job: Owner of Hawkesure, long term insurance

Brian is at every meeting and is actively involved in the Marketing Sub-Committee, as well as in other areas of Club, eg handling the selling of ZS-JKK, sourcing a new Club handheld, etc



Lucio Santoro

Day job: Owner of Italia Engineering

Lucio is at every meeting and has been actively involved in the Marketing Sub-Committee. He has active in other vital aspects of running the Club, eg assisting with fixing the fuel installation and many other small, significant details. He is a do-er.



Johan Riekert

Day job: Partner in Moore Stephens – Chartered Accountants

Johan is at every meeting and has been actively involved in the Marketing Sub-Committee with event preparations, airfield selection and signage distribution for the KZN Passport Program.



John Arkley

Day job: Project management – largely retired

John has been is at almost every meeting and has been actively involved in the Marketing Sub-Committee. He secured the Marketing budget, drove the efforts behind the new Club website and Mailchimp, the KZN Passport Program, and the advertising in the Telstar to build funds for the bar refurbishment.

The AGM has been and gone...

Farewell to our longest standing Treasurer... Martin Hellberg, who has served on the Committee for 37 years!



Top: Julie de Klerk, Martin Hellberg,
Anthony Grant (back), front Steve
Svendsen.

Right: The attendees of the 2019 AGM

Accepted nominations:

President: Anthony Grant | Chairman: Steve Svendsen | Treasurer: Johan Riekert

Vice Chairman: Brian Hawkesworth & John Arkley

Committee Members:

Brian Hawkesworth, Lucio Santoro, Gary Hughes, Mike Goosen Mike Agnew, Adam Winter.



And here is the new Committee as of 24 May 2019:

Our Aero Club Committee:

President:

Anthony Grant



Chairman:

Steve Svendsen



Vice Chairman:

Brian Hawkesworth



Treasurer:

Johan Riekert



Committee Members:

Lucio Santoro



Gary Hughes



Mike Goosen



Mike Agnew

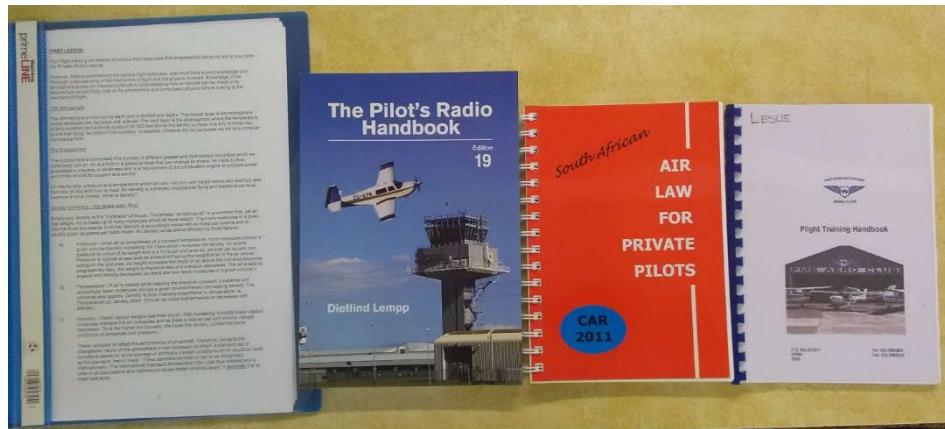


Adam Winter

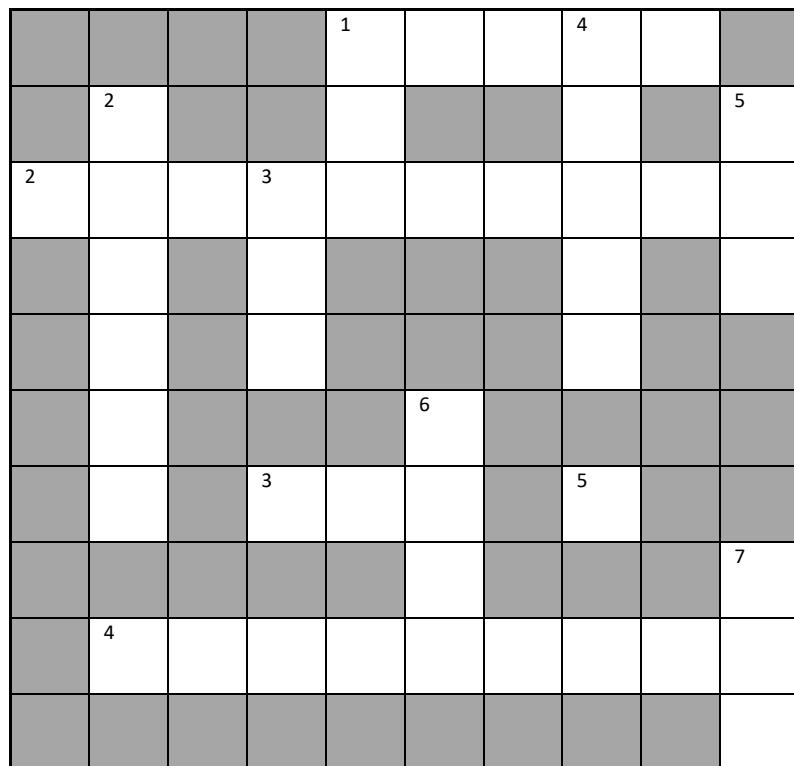


For Sale

As new. Please contact Julie 033-386-3952 during office hours or visit her Mon – Fri 8am to 5pm at Pmb Aero Club Reception.



Crossword Puzzle – Pilot knowledge challenge



ACROSS

- These are used to increase lift & drag & improve forward visibility at slow speeds.
- Class C airspace is what type of airspace?
- A blocked static port will cause this instrument to under read in a climb.
- Stall speed _____ with angle of bank.
- SAST is based on this time zone.

DOWN

- This airspace extends from ground to FL650.
- The aircraft axis about which the rudder causes the aircraft to rotate is called the _____ axis.
- A SRA will normally be found below a _____.
- A person who flies an aeroplane is called a _____.
- The Q code that means your magnetic track to a station.
- M & B must be re-done at this interval of years.
- A blocked static port will cause this instrument to freeze at a constant value.



Brian Hawkesworth and Associates

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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.

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Instructors Input

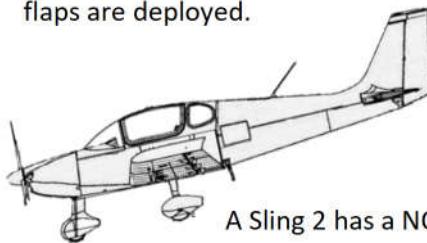
Safety Culture – pop quiz answers

1. Why do some aircraft pitch nose down, and others pitch nose up when flaps are deployed?

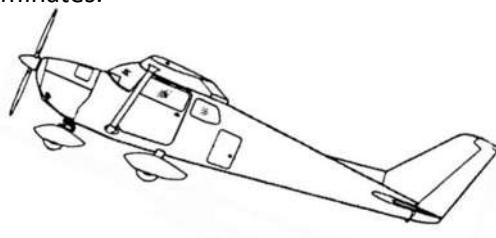
The increased camber occurs at the rear of the wing when trailing edge flaps are deployed. As a result, the centre of pressure moves aft. The thrust/drag couple may also be altered due to the change in drag.

The resultant pitching effect will vary between aircraft types depending on whether the nose-down lift/weight couple, or nose up thrust/drag couple predominates.

A C172 has a NOSE UP pitching moment when flaps are deployed.



A Sling 2 has a NOSE DOWN pitching moment when flaps are deployed.



2. What does AIP stand for, what is in these volumes, and where can you find them?



AIP's are Aeronautical Information Publications. They are a Pilot's BEST FRIEND when it comes to anything to do with Navigation.

They are in three sections, namely General (GEN), Enroute (ENR) and Aerodrome (AD). If you go somewhere new, or even fly in your usual space but don't have too sound a grasp on your local airspace, this is the place to go.

Yes, you can get this info through EasyPlan and many other resources, but these resources won't give you the "big picture" as the AIP's do.

As a competent pilot, you should know how to use these volumes. The best place to find them is online on the CAA web page. There is a direct link to the AIP's on the Club website www.pmbaeroclub.co.za under the pilot resources.

oOo

Something for you to ponder:

Why is M&B so critical to safe flight? Answer in the next Telstar.

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

Editor of the Telstar

Chief Flight Instructor

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

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