



PIETERMARITZBURG  
AERO CLUB

established in 1938

JAN 2022

# TELSTAR NEWSLETTER





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## Pub Talk : PPPPPP - *Proper Planning Prevents Piss Poor Performance*

Source: <https://www.smithsonianmag.com/category/air-space-magazine/>

### **Crossing the Atlantic in a Mustang, With Mr. Conservative in the Pilot's Seat**

Even when you're the world's best, it pays to be prepared.

**Linda Shiner**

July 14, 2017



*Berlin Express* skirts the coast of Greenland, with friendly icebergs below.

“When Dan got the Mustang, he thought how neat it would be to recreate the North Atlantic crossing,” says Lauderback, referring to the hopscotch route flown during Operation Bolero in 1942 to deliver badly needed bombers and fighters to the British. After a few U.S. stops, Lauderback flew the identical route: Bangor, Maine; Goose Bay, Labrador; Narsarsuaq, Greenland; Keflavik, Iceland; and Wick, Scotland. Those are long stretches of ocean to cross in an airplane with a single engine designed more than 80 years ago.



"I just put that out of my mind and focused on the mission," Lauderback says. "But every time I saw an iceberg, I felt a little bit better. I thought *Oh, I could just ditch close to the iceberg and climb up on it*, and people were like 'Yeah, right.' "



Among many other credits, Lee Lauderback was once the chief pilot for golfer Arnold Palmer.

The time to think about those long stretches of water was beforehand, and Lauderback went prepared. "I asked for a multi-engine escort airplane that could do all the admin, paperwork, and navigation, and could carry mechanics and spares," says Lauderback. Friedken's response: Check. A Beechcraft King Air 350i, capable of flying the same speed as a Mustang equipped with drop tanks, flew escort. Lauderback also asked for military water survival gear, and again: Check. Under his flight suit, the pilot wore an exposure suit with rubber seals. He also wore flotation gear, and a standard military harness to which a life raft is attached, plus a vest with pockets for military beacons and com equipment. "If I ditched the airplane and got into the raft, I could communicate with the King Air. Serious professional equipment," he says.

With those precautions in place, Lauderback could relax and enjoy the scenery, which was magnificent. Looking out over Greenland and glacier, Iceland and ocean, he says, "You realize you're pretty insignificant in the big scheme of things."

Lauderback's Mustang buddies sometimes give him a hard time for his penchant for preparedness. When Louis Horschel, whom Lauderback trained to fly Mustangs and who flew right seat in the King Air on the trip, heard about his decision to make the crossing, he said, "Mr. Conservative finally comes out of his man cave and does something exciting." But Mr. Conservative's cautiousness has saved the bacon of more than one wannabe Mustang pilot. The airplane, famous for its powerful torque and abrupt departure from control during high-G maneuvers, demands training. When I first interviewed Lauderback

20 years ago, losses of pilots and Mustangs had been high: In 16 years, 16 pilots had been killed in accidents and 16 P-51s lost. Lauderback founded the company Stallion 51 in part to stem that tide.



Bad weather on the final leg, from Wick to Duxford, England.

In keeping with his “Be prepared” philosophy, Lauderback took the time before his Atlantic crossing to shoot an instrument approach in tight formation with the King Air, a precaution that served him well on the last leg of the trip, from Wick to Duxford. The weather, which had held for the transatlantic hops, was so bad that at times, even in tight formation, Lauderback had a hard time seeing the King Air, which was just feet away. When he thought it couldn’t get much worse, they hit turbulence. He was comfortable in the adverse conditions, mainly, he says, because Horschel was along: “We’ve flown formation and we know each other and are familiar with all the calls.”

Although crossing the Atlantic in a piston-powered aircraft is rare, it’s not unheard of. Ten years ago the P-38 Glacier Girl was going to do it, but was foiled by engine trouble. That didn’t stop airshow pilot Ed Shipley from making the crossing that same year in the TF-51D Miss Velma. (Gotta love those Merlin engines! Shipley and Friedkin fly left and right wing in the world’s only P-51 aerobatic team, The Horsemen, with warbird master Steve Hinton flying lead.)

Among the team of people Lauderback credits with making this summer’s flight a success was a highly experienced “crossing guy”: Kevin St. Germain, who has ferried aircraft on more than 500 transatlantic and transpacific trips. Also a part of the team: Richard Lauderback, Lee’s brother and the maintenance wizard at Stallion 51, and the younger John Muszala—known in warbird circles as Young John, to distinguish him from his dad—who played a big part in the restoration and knows *Berlin Express* inside and out.

Lauderback also had a bit of luck on his ocean crossing. Besides good weather over the water, the P-51 operated perfectly and the Merlin purred. It performed on its practice runs in England when Friedkin and pilot Rick Grey flew it. But when Grey flew a first pass at the Flying Legends Airshow in Duxford on July 8, the Mustang shed its canopy. Grey landed unharmed, but had the canopy come off a few days earlier, it could have been a more serious mishap. “A convertible over the North Atlantic would have been a little chilly,” Lauderback said.

Besides luck, Lauderback took something else along on his trip. Overstreet, who knew of the Pacific Fighters’ P-51 restoration but died before the work was complete, donated his pipe to the project; when the Mustang was sold, the pipe conveyed, and it crossed the ocean too—in the King Air. Lauderback says he thought, “If I lose that, those guys would say, ‘Yeah he didn’t make it, and worse, he lost the pipe.’ ”

Unfortunately, without a canopy, *Berlin Express* won’t be flying with an F-22 in Fairford this weekend after all. Another P-51 will take its place. But thanks to Dan Friedkin, the Mustang had its homecoming. Though it’s painted as Overstreet’s P-51, the airplane actually served in England with the U.S. Ninth Air Force 363rd Fighter Group, stationed at RAF Staplehurst. During a training exercise on June 10, 1944, its pilot bailed out and the Mustang crashed. Almost 75 years later, as one of the best known Mustangs flying today, it made it back to British soil.

oOo

**DID YOU KNOW** that the Pmb Aero Club has Trial Lesson Vouchers?

If you are wracking your brains for a gift or someone special, why not buy them this “boarding pass” entitling them to a Trial Lesson?

In the C172 it is presently R1313, and in the Sling2, R1070.

 <b>AIR TICKET</b>					 <b>BOARDING PASS</b>	
<b>Name of Pilot</b> <input type="text"/>			<b>Date</b> <input type="text"/>		<b>Time</b> <input type="text"/>	
			<b>From</b> <input type="text"/>		<b>Aircraft</b> <input type="text" value="SLG2"/>	
To book the flight date & time contact Pietermaritzburg Aero Club on 033-386-3952						
						
Pmb Aero Club - Trial Lesson						
			<b>NAME</b> <input type="text"/>			
			<b>FROM</b> <input type="text"/>			
			<b>DATE</b> <input type="text"/>			
			<b>TIME</b> <input type="text"/>			
			<b>SEAT</b> <input type="text" value="Pilot"/>			
						

## Upcoming Events at



### AGM

Friday 4<sup>th</sup> Feb at 18:00 LMT, you will have the opportunity to vote for the new Committee, and hear all about what has been going on at the Club over the past two years with Covid, the lockdowns, the costs of aircraft maintenance, and any other questions you may have about the Club Management. We look forward to seeing you there!! PS there will be finger snacks and the pub will be open too.



### SAFETY MEETING - HOW TO USE A GPS

WHEN	Friday, 25 February 2022
WHERE	Pietermaritzburg Aero Club
TIME	1800
PRESENTED BY	Gavin Shelly
DETAILS	The Garmin 650 (In KNI) The touchscreen MGL in SAA, and Recommended APP route finders.



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### RENEWING YOUR PPL

Renew your PPL up to 90 DAYS before your license expiry date, and your license will be renewed from the current expiry date. This also gives enough time in the event of weather and delay in the issuing of your license to make it a seamless experience. Make sure you are RECENT (3 take-off's and landings within the previous 90 days) and have flown 3 hours PIC in the last 6 months. If your license expires, even by one day, you have to do training at an ATO before you may do your Competency Check to renew your license.

**WARNING:** If you have not filled in your flight in your logbook within 7 days of your flight, and CAA catches you out, you may be fined R10,000 per line that is not completed, and, to add insult to injury, you may not then add that flight (those flights) to your logbook. And there we thought CAA was all about Aviation... tsk tsk.

CPL Ground School 2022

**PMB Aero Club**

<b><u>Dates</u></b>	<b><u>Subject</u></b>	<b><u>Venue</u></b>
21 Feb – 25 Feb	Meteorology	Pmb Aero Club
28 Feb – 3 March	Exams	Durban
21 March – 25 March	Radio Aids	Pmb Aero Club
28 March – 31 March	Exams	Durban
18 April – 22 April	Instruments	Pmb Aero Club
25 April – 28 April	Exams	Durban
9 May – 20 May	Navigation	Pmb Aero Club
23 May – 26 May	Exams	Durban
20 June – 29 June	AT&G	Pmb Aero Club
27 June – 30 June	Exams	Durban
18 July – 29 July	Flight Planning	Pmb Aero Club
25 July – 28 July	Exams	Durban
8 August – 12 August	Human Performance	Pmb Aero Club

**Sign up with Duncan Steyn, 084 459 1126.**



## Club Comms

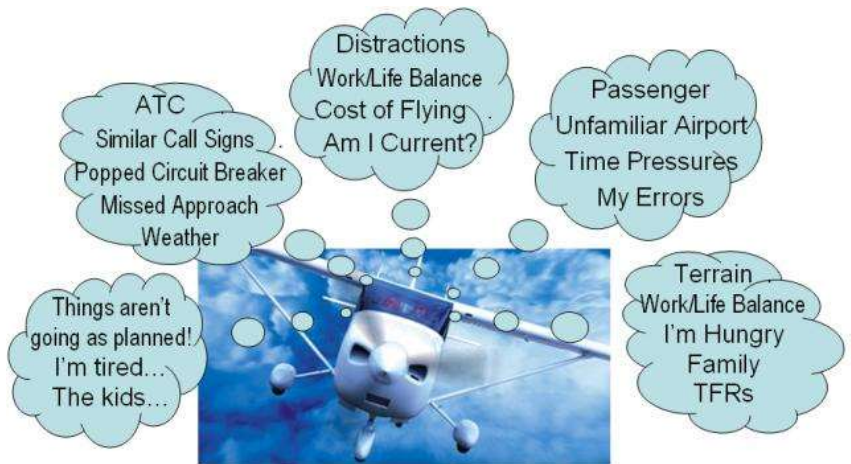
### 2022 Pmb Aero Club Calendar

#### CALENDARISE THESE EVENTS FOR THE YEAR.

Details for each event will be posted closer to the time. All RSVP's will be through the Club website [www.pmbaeroclub.co.za/events](http://www.pmbaeroclub.co.za/events)

**Safety Meetings (Compulsory for Students) 6pm @ Pmb Aero Club**

Topics will be disclosed closer to the meeting dates, and expect Quizz Evenings at the same event.



**Note these Safety Meeting dates:**

Fri 25 Feb	Fri 6 May	Fri 19 Aug	Fri 4 Nov
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#### FEB

AGM – 4 Feb

CPL & PPL Ground School – start 21 Feb 2022

#### MAY

Spot Landing Challenge @ FAPM - 8 May 2022

Battlefields Country Lodge annual fly-away 13-15 May 2022

Presidents Trophy Air Race – Tempe Airfield 19-21 May 2022



#### JUNE

Club Fly-away Queenstown-Graaf Renette – 1-7 June 2022

Under 30's Pilots & Partners Formal Dinner/Dance 10 June 2022

"I fly because it releases my mind from the tyranny of petty things..."

- Antoine de Saint-Exupéry



## NOVEMBER

Year End Function 26 Nov 2022

## OTHER

Schools open day – TBA

Solo Parties – as they arise

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## Our Aircraft News

As Flying Club Members, we all own the Club Aircraft together. Please

treat our aircraft like they belong to you, because they do, and if you are not naturally this way inclined, slip on your acting hat and pretend you are OCD about keeping the aircraft clean and tidy.

Part of AIRMANSHIP, and part of TEAM PLAY, and part of SELF RESPECT, and part of your POST FLIGHT is to clean up the aircraft after your use. This means REMOVE:



Put the heat shields in place. These protect the aircraft interior, if cool today, it may be hot tomorrow.

## JULY

Oshkosh Wisconsin 22-31 Jul 2022

## AUGUST

Club Air Rally 13-14 Aug

## SEPTEMBER

Air Crash Investigation – dinner evening 10 Sep 2022 – you investigate what happened to cause the crash.

## THINGS I DO IN MY SPARE TIME



GO  
FLYING



WATCH  
PLANES



RESEARCH  
PLANES



TALK ABOUT  
FLYING



THINK ABOUT  
FLYING



DREAM ABOUT  
FLYING

your cooldrink bottles

your cans

your snack packets

your dirty oil rags

your mystery tissue paper, ETC.

Neaten up the interior seat belts.

Make sure the pilot seat in KNI is slid back (remember the safety clasp??!!)

We expect you to FEEL COMPELLED to clean up after yourself. Very few people like tidying up, unless you are inspired by Marie Kondo. Do it anyway.



If you do not tidy up after yourself, we will know, and we will fine you R5 for every little task that you left for someone else to do. A fine jar will soon appear at the Club.

These fines will go towards the Instructor's Bar Tab. Be warned, you do not want your instructors flying with a hangover.

## ZS-KNI – C172 ...

Nothing to report.

## SLING UPDATE

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

On Tue 18 Jan, a chap named



Dan came down from Gauteng, found the problem causing all the down time in SAA in a few minutes, (it was a wiring problem on the loom – the one that replaced the burnt one), and a few hours later the problem was all fixed up. SAA is purrrrring like a kitten now!

### ZU-WES – Light Sport...Sling 2...

ZU-SAA got back just in time for WES's MPI. The MPI took four days, no major snags, the wait was for an EGT probe. WES is back in service post MPI, and all is well with the world.

Remember, WES is registered as a Light Sport Aircraft, SAA is registered in the PPL category. Yes, the aircraft are the same build, **BUT legally** they are not the same. This means that WES may ONLY CARRY 75 LITRES TOTAL FUEL, even though he is capable of carrying 150 litres. It is your responsibility as the (STUDENT) PILOT to make sure he isn't "overfilled" and limit the fuel uptake to 35litres per side. Yes it's crazy, but we want insurance to pay out should anything happen to our boy WES, so please tow the line.

## New Members

A warm welcome to our  
newest Members :

Johara Haniff and

Graham Andrew Shaw.



## Excess Insurance

Our Membership has always included the benefit of EXCESS INSURANCE COVERAGE, but sadly, last year, Aircraft Insurance made a HUGE leap and went through the roof, much like CAA fees. Added to this, Maintenance on the Slings has been much higher than expected. As a result, the Club can no longer set aside the Excess Insurance as funds have been depleted. This means that every pilot and student flying Club Aircraft must take out personal Excess Insurance.

This is easy to do, especially through Dennis Jankelow and Associates, who have been specialising in Aviation Insurance for decades.

Your excess insurance follows you, so you will be covered for the sum you insure whether you hire Pmb Club aircraft or aircraft from another flight school or from a private owner or from another club, or your own aircraft.



We now require you to be insured for a R20,000 excess, (or you can set the sum aside). This is what you can expect to pay:

If you pay by debit order: R130 per month

Single monthly policy: R184

Annual Policy: R1565

(equal to R130,42 p/m)

This must be arranged between yourself and the Insurance Company. Telani can point you in the right direction if you need help.

**“Mistakes are inevitable in aviation, especially when one is still learning new things. The trick is to not make the mistake that will kill you.”**

**— Stephen Coonts, naval aviator and author.**



## 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. Contact Telani or Kelly to get loaded up.

## 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.

Cooldrinks, wraps, full meals such as chicken a la king, bangers and mash, etc and other yummys are available from the Kitchen through Kings Kitchens at the Club, Mon – Fri from 8am to 2pm, check at the kitchen for the daily menu.



## Annual ATO Renewal

Our Annual ATO Renewal was conducted as a "desktop" renewal on the 31<sup>st</sup> of January. The ATO is the Aviation Training Organisation, which allows us to teach people to fly. It was not quite complete by the end of the day, but we expect a few new "findings" as we have a new Inspector, and this is just how the pattern goes. We expect no major hiccoughs for our renewal.

The ATO annual fee has more than doubled from last year, It was R2140 last year, but this year it is R5180. Added to this we pay per aircraft on our license (years ago we paid by category). A little birdie told me that a lot of ATOs have closed, and CAA need to increase their income. Eish.

## Fleet Hours & Hire Rates

Fleet hours 2021 are:

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
KNI 265.8	24.2	35.1	23.0	25.6	17.6	8.9	54.2	7.2	15.0	14.2	24.9	15.9
WES 114.3	n/a	n/a	n/a	21.3	51.2	2.5	n/a	n/a	n/a	n/a	6.1	33.2
SAA 446.9	7.2	46.1	47.0	38.1	55.1	71.1	43.7	55.6	45.1	37.9	0	0
<b>TOTAL 827.0</b>	<b>31.4</b>	<b>81.2</b>	<b>75.2</b>	<b>85.0</b>	<b>123.9</b>	<b>82.5</b>	<b>97.9</b>	<b>62.8</b>	<b>60.1</b>	<b>52.1</b>	<b>48.1</b>	<b>49.1</b>

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

Fuel Prices per litre

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	Jan 2022 Rate
AVGAS	22.00	22.70	22.70	22.70	22.90	24.80	24.80
JET A1	14.60	14.60	15.10	15.10	15.20	15.90	15.90



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**Anthony Grant**



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CPL  
**Steve Svendsen**



**Vice Chairman:**  
PPL  
**Brian Hawkesworth**



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**Johan Riekert**



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PPL  
**Lucio Santoro**



SPL  
**Mike Goosen**



CPL  
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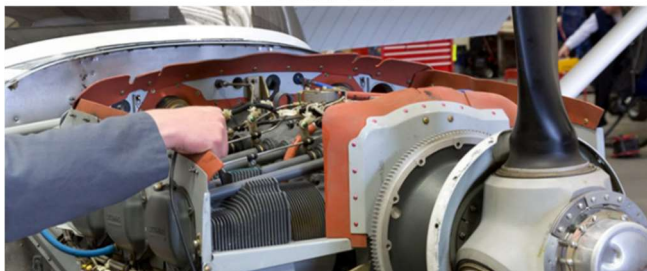
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## Gryphon Flight Academy

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!

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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](http://www.aircraftafrica.co.za) and the manufacturers [www.directfly.cz](http://www.directfly.cz) or [www.ekolot.pl](http://www.ekolot.pl).

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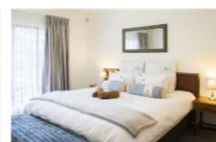
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Cell: + 27 72 218 6346

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Lincoln Meade, Pietermaritzburg  
Kwa Zulu-Natal



## Instructor's Corner – How to sideslip smoothly

???? The SIDESLIP can be an uncomfortable manoeuvre if performed incorrectly, but if you know how to do it right, it is a valuable tool in your arsenal of flying skills.

WHY?

Because you can lose one heck of a lot of height in a very short distance.



This is oh so useful when you are high on a normal approach, or high on a glide. I use it a lot because we often have a frighteningly enthusiastic downdraft on short finals 16 at Pietermaritzburg Airport which affects light aircraft with the malicious joy of a three year old pulling a cat's tail. The topography is such that where the runway ends, the ground drops away suddenly. A little wind or a hot day results in what I fondly refer to as the welcome to Pmb bumps on short finals. This is usually accompanied by an impressive sink rate. Ergo, my cautious high approach in glides.

I have been caught by sudden sink in other places too, in our General Flying Area 1000ft rate of descent on the VSI on downwind in the Sling 2, which normally descends at 500 to 600 ft/min flaps up. This was during a forced landing exercise. At the Agricultural Strip, Baynesfield, that the EAA now look after, (they have improved that runway so much! Thanks guys!), also a forced landing exercise, I also got caught in a downdraft. This was embarrassing for two reasons:

It was a Flight Test

The DFE warned me of the sink, and I did not listen

So now, I stay high on purpose. One can always make a plan to get down, but you simply cannot stretch your glide. You cannot and will not fly with airspeed you do not have.

Make sure you know if your aircraft may sideslip with flaps, or if the sideslip is a flaps up only manoeuvre. Cessna's (specifically the C150 and C172, but I apply this to all small Cessna's), may NOT sideslip with flaps. Why? Because the pressures cause the linkages in the flap to bend. Over time, this makes your flaps stutter when you deploy or retract them, and can cause a breakage. It is very hard to fly an aircraft with

one flap down and one up, or one flapping, and one not, or both doing the Mexican Wave. It kind of spoils your day. So rather avoid damaging the aircraft. The only time I would sideslip a Cessna with flap is if I was in a real forced landing and needed to. The linkages might bend, but who cares if it is a real emergency. The aircraft can be fixed, if necessary and/or financially viable, afterwards.

Low wing aircraft are usually sideslip friendly with any flap setting. I have not flown one yet that may not sideslip with flap. That said ALWAYS read your POH cover to cover (more than once!)

So without further ado, here's the trick to Sideslipping Smoothly:

### **Entering the Sideslip Smoothly**

1. Pick a point ahead outside your cockpit. You will be aiming straight for it.
2. If you have separate fuel tanks, note which fuel tank you are using. You want this tank to be on the up-going wing because you want to make sure the fuel inlet to the engine remains covered with fuel. This is especially important when you are low on fuel.
3. Close your power.
4. Keep your speed to the high side inside the white arc (you will be lowering your aircraft nose slightly as you enter the manoeuvre).
5. SLOWLY and smoothly feed in the rudder on the same side as your selected fuel tank. Eg. right fuel tank, right rudder, (rudder side will be your higher wing). As you feed in your rudder you will notice the aircraft nose wants to yaw in the same direction as your rudder input. Prevent this from happening by:
6. Opposite aileron input. Also slowly. But at just the right speed so the aircraft nose stays nailed to the spot you picked in point 1. In our example, left control / joystick input.

Keep your speed just inside the white arc on your ASI, usually about 80kts.

If you check your VSI, you will notice you have a 1000ft or more ROD (Rate of Descent). Flaps full makes this ROD larger.

### **Recovering from the Sideslip**

Remember the effect of INERTIA when you come out of the sideslip. Take 10% of your ROD, and add this to the altitude you want to level out at. Exit smoothly and firmly from this slightly higher altitude to compensate for your inertia.

Keep your eye on your aiming point.

Reduce your RUDDER input slowly, bringing it back to neutral, and at the same time

Bring your ailerons back to neutral at a rate that allows your aircraft nose to stay fixed in your chosen direction.

As you bring everything back to neutral, add power smoothly to your chosen cruise power for the speed you want to achieve, and adjust your attitude.

**POWER + ATTITUDE = PERFORMANCE**

### **Tips**

Always LEAD with the RUDDER input

Entering and exiting the sideslip should take about 5 seconds EACH.

Aim for FULL rudder deflection. You will reach the stop on the rudder and still have plenty of aileron left.

Be smooth

If your aircraft nose wobbles at any point, you need more practice.

Practice at height.



### Sideslip to land



The Sideslip is not only useful to lose height quickly. Executed with power on to reduce the vertical rate of descent, and not necessarily with full rudder deflection, (the extent of your rudder input would be dependent on the strength of the crosswind), it is a crosswind landing technique.

The other crosswind landing technique is the CRAB METHOD.

But that's a story for another day.

### Member's Submission

Please contact Telani at [telani@pmbaeroclub.co.za](mailto:telani@pmbaeroclub.co.za) to have your say, or share something interesting in the Telstar Club Newsletter.



## Aero Club Shop

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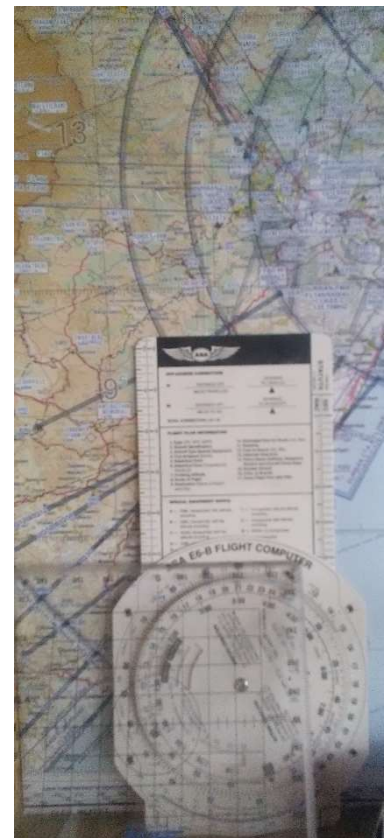
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Please take note of the following dates below ;

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](mailto: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](http://www.flight-training-made-simple.com) & [www.pmbaeroclub.co.za](http://www.pmbaeroclub.co.za)

WhatsApp: 082 490 1654

Email: [telani@pmbaeroclub.co.za](mailto:telani@pmbaeroclub.co.za)