



GREMLIN'S HERALD



March 2006 www.algoafc.co.za P O Box 5680 Walmer 6065 Tel 041-5813274 Fax 041-5815646 info@algoafc.co.za



Chairman's chatter

Roger Thomas

A huge thank-you to the individuals who assisted in the recent 'Flipping ATC' day. The day went off well and I believe we made some new friends and revived our existing relationships with our local ATC's.

Well done to Tony van Vliet whose brainchild this was - it led on to become a national project. The initiative also received publicity in one of the local aviation magazines.

We had aircraft from Tony taking ATC's, Tanya and Angus, on let-down approaches in his Mooney, to Dave Mandel not passing up the opportunity to demonstrate the awesome power of an L39 jet.

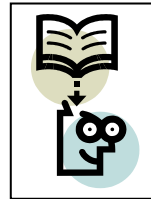
We have reminded the ATC's that by way of our constitution, they are honorary members of the club and are welcome to drop in at anytime to socialise. We hope to see them around a lot more often.

Planning has begun on an air show to be held on 28 October 2006, as part and probably the beginning of, the AFC 50 year celebrations. We are teaming up with the same team that arranged the successful 2004 PE air show. Proceeds from the venture will once again benefit the MTR Smit Children's home. We are looking for volunteers to assist with various aspects of the air show. If you would like to become involved, please do not hesitate to contact me.

The month of February has been an interesting month regarding flying weather and conditions. Our flight instructors have kept some statistics on reasons why flights were scrubbed. An excerpt from one of the instructors showed 51 cancellations in total. 39 of them were weather related, 2 maintenance issues, and 11 where the student failed to show up.

The weather we cannot do much about, and there will always be the odd occasion where the Gremlins will creep in, but I believe the no-shows are an issue that is avoidable. We would like to remind our members that according to the club by-laws, in the instance of a no-show, we may require the person to pay for the missed flight.

The Club's lawyer has had a court date of 26 April 2006 scheduled for the matter involving Gary Wiblin.



Treasurer's Report

Eddie Pearce

One of the unfortunate duties of the treasurer is chasing reluctant hanger owners for their rental. Most pay on time and that is appreciated, but some consistently don't. There are two results. The first is that the cash flow of the club takes a beating. ACSA needs to be paid on time and the shortfall has to be made up from the club funds. That is your money used to bankroll the reluctant few. The second is that it puts member against member as we try to extract the dues. Committee members don't enjoy that. So, we look to members for suggestions as to how to deal with this issue. Some ideas so far are that the aircraft should be removed and placed in the parking area; another is that the hanger is fitted with a second lock and only opened on full payment. Another proposal is to have a severe fine system for overdue payments.

We need your help. Give us some ideas or do you agree with those proposed?

The penny has now dropped as to why Roger was keen to rid himself of the treasurer's position, conflict of interest he said, I'm not so sure, conflict with members perhaps?

Member News

Welcome to: Dirk Loots, Darrell Lush, Keith Oldham, Nick Allanson, Guy Shaul, Petrus de Jongh, Danie Phaal, Dorian Isaacson, Justin Ferreira

Calendar of Events

March	TBC	Trivia evening.
April	28 th	Oudtshoorn fly in.
May	13 th 25 th - 27 th	Mini Air Race. Presidents Air Race.
Sept	TBC	Precision Flying.
Nov	25 th	Golden Jubilee Dinner.

Congratulations

to the following members:

PPL: Guido Fieret

Night Rating: Ernie Hulley

PLEASE - NEWSLETTER CONTRIBUTIONS!

Please send your contributions, news or comments to
info@algoafc.co.za

EP GLIDING CLUB ACQUIRES ITS FIRST MOTOR GLIDER – Tony van Vliet

A little over a year ago the possibility of the club purchasing a motor glider was raised by a number of EPGC members. After much discussion and debate (*friendly* debate of course!) it was decided that a Motor Falke would be the most viable option. At the AGM last year, the committee was given a mandate to source a suitable Motor Falke for the club. Easier said than done!

After many months of e-mails, phone calls, etc what appeared to be a suitable Falke was located in Klerksdorp. A visit to Klerksdorp by one of EPGC's members confirmed that the Falke was in outstanding condition. After much anticipation and with great excitement the Falke (ZS-GZA) finally arrived at FAUH on 18 December 2005.

Although the focus of EPGC will continue to be 'pure' gliding, the acquisition of the Falke has expanded the facilities being offered to members as well as providing for far more flexibility in training schedules.

GZA is being well utilised by existing EPGC members and is already attracting new members. The only question which remains is when does the club buy its next motor glider!

From the CFI

Dave Perelson



"This month 30 years ago"

In 1976 the club acquired its first Cessna, a 1976, C150, ZS-JKL. It was purchased brand new from Comair and was to replace the Piper 140's we used for training up until then. Few will remember that our school actually started training on Pipers. Some members at the time had felt the low wing design of the Piper Cherokee more suited to the variable coastal wind. However, because of its economy and excellent training characteristics, the Cessna 150 finally won over the management committee and in 1976 the club signed up as a Cessna Pilot Centre. Two years later our second brand new Cessna this time a C152, KEO, was purchased.

The newsletter is in its 6th year of kind sponsorship by Datapower, PE.

Check your documents!

Gary Wiggins

Flying conditions were near perfect, my student keen to start the pre-flight on the club's C152. He was ready for the much anticipated lesson exercise 14a (Spinning). Entering the GFA, we climbed to 4000ft where we would be able to commence our first spin safely. After completing our last spin recovery, I was aware my student was feeling rather ill as his face turned green and started sweating. After a failed attempt at aiding his recovery, a rather messy ordeal looked imminent. In a last desperate attempt, I decided to land at Uitenhage. After the landing roll was completed all nausea disappeared and his colour returned. Just at that moment a police van appeared on our left with lights flashing. We didn't take much notice of them, thinking they were on the

airfield doing a much-needed service, chasing pedestrians and cattle away. It turned out to be a surprise when the same patrol van appeared again on our right side this time, shortly before take off. After a few hand signals, I got the impression he wasn't after airfield intruders but us!

After shutting the aircraft down, the police officer immediately requested to see the aircraft documents and aircrew licenses. Well, at that moment I knew we had a problem. My pilot license was at the office in P.E, and as for the aircraft I knew all the documents were there, but were they valid? As luck would have it the certificate of registration expired a month ago. Once the officer discovered that, it felt like we were in a movie! I was informed of all the possible penalties, firstly having the aeroplane grounded by wrapping a chain around the propeller and secondly suspending my license for three years!

After the officer saw that we were without airs and that we were his first ever "catch", he allowed us to phone the club and organize to get the relevant documents so we could be on our way. After talking to the officer while waiting for the documents to arrive, he informed us that a new border patrol unit had been formed to combat perlemoen, drug and diamond smuggling. For the police to safely inspect aircraft, they had been sent for training at the CAA, where they were asked to check for the correct documents at the same time. Another interesting thing was that the officers were also told to inspect the fuel tanks for perlemoen!

Just in case you are unsure of the all the legal documents to be carried on board your aircraft, the checklist is as follows:

- Certificate of registration
- Certificate of airworthiness
- Appropriate license of flight crew
- Aircraft radio license
- Certificate of release to service
- Mass and balance
- Flight folio
- Aircraft flight manual
- List of visual signals

And make sure they are all current!

FROM THE BY-LAWS

Visitors' book

AS THE CLUB IS LICENSED IN TERMS OF THE LIQUOR ACT, it is imperative that members sign their guests in. Failure to do this may result in legal action being taken against the club and the loss of our licence. A member may be fined by the committee for not signing in guests.

Locking the clubhouse

If a member leaves the clubhouse at **ANY** time, that member is required to ensure that there is still a member left within. In the event that there is no other member inside the clubhouse, the departing member must ensure that all doors and windows are closed and locked. If non-members are inside they must be asked to wait outside so that the clubhouse can be secured. This rule must be implemented even though a member may be leaving in order to fly with the intention of returning to the clubhouse.