



GREMLIN'S HERALD



October 2003 P O Box 5680 Walmer 6065 Tel 041-5813274 Fax 041-5815646 www.algoafc.co.za email: info@algoafc.co.za



Forging ahead

Chris
Booyesen

The Committee had the last meeting prior to the AGM and the election of new members. At this meeting Russell Phillips indicated that he is not available for re-election. While it will be done formally at the AGM I would like to thank Russ for the time and effort he has put into the Club over the past years. In his capacity as committee member in charge of aircraft maintenance he has been invaluable.

Gary Wiblin recently wrote an interesting article in a flying magazine about joining and circuit procedures at an unmanned field. It is something that every pilot learns but probably never carries out properly. I am sure that every pilot can describe the procedures accurately but I wonder if many are aware of the consequences of not following the procedures properly. The joining procedures are a legal requirement and if they are not followed the pilot in command is acting illegally and is placing his insurance cover at risk. Aviation insurance policies do not cover owners of aircraft for what is still listed in policies as "Breach of ANR's" by the owner. What this means is that if you arrive at an unmanned airfield and fly a straight in approach and have an accident you could find yourself without insurance. If you are a hirer of an aircraft, the owner will be covered but you, as pilot in command, could be held liable for the damage by the insurance company. There was an incident a few years ago where a pilot arrived at an airfield and joined on a long final. The only problem was that he did not see the aircraft on base, which eventually turned onto finals in front of him. The prop of his aircraft hit the tailplane of the aircraft in front and the pilot found himself with a very large repair bill to two aircraft. Don't let this happen to you. Spend the few extra minutes in the air and join overhead properly and follow the

procedures that you know are correct. It could save you a fortune.

A few members have been reminiscing about the regular braais that were held at the Club. The 3rd Saturday braai of Peter vd Poel and Bennie Bergman was an institution when I joined the Club. Instructor Duane has offered to try to get a regular braai going on a Friday evening. Fires and braai packs will be available. Please give him some support.

The Annual Dinner is now sold out. This must be a first for a large number of years. I hope it is an indication of renewed interest and growth in general aviation in Port Elizabeth. See you there.

Congratulations

to the following:

Solo: Alasdair Keith, Godfrey Ryan

PPL: Oliver Cotterell, Bendre Otto, Godfrey Ryan, Kibi Seii

Night Rating: Franz Kollmann

Member News

Welcome

to new members: Peter Gaddin, Klaus Gebert, Graeme Holmes, Alasdair Keith, G Lorber, Godfrey Ryan

Algoa Flying Club friends meet in Zurich, Switzerland by Clint Sturgess

In April 2003 I had the once in a lifetime opportunity to do my PPL course. After much homework and listening to good advice, I chose Algoa Flying Club. After receiving feedback from non-Algoa students, I am so glad I did.

Apart from the first class instruction (much thanks to Tracy Simms), I made some great friends. Doing an intense course with fellow students from different countries certainly creates a strong bond.

The only problem with making such

friends is that we all had to leave each other behind after spending so many fantastic moments with each other.

Such three good friends are Clint Sturgess (SA/UK), Aoife Cassidy (Ireland) and Dejan Romancuck (Switzerland). During our time in Port Elizabeth, there was much fun, many Castles, sightseeing, late nights and we even managed to fit in some flying!

We couldn't just leave it there. We recently had the opportunity to meet up in Zurich, thanks to Dejan and Katalin who accommodated the Irish and South African hooligans in their flat. Dejan, Clint and Aoife met up at the airport, Aoife without luggage, thanks to KLM. What followed was just like old times, we went off on a great tour of Switzerland with much laughter as if we had never parted.

Unfortunately Aoife could only stay for two nights and had to get back to work. Dejan and myself had an early night on the Monday as we had booked a PA28 for early Tuesday morning. What transpired were some amazing sites of the Swiss Alps from the air. Flying at 10 000 feet and still having to duck and dive the peaks is truly an experience!



Leaving again was sad but I was consoled by Dejan's acceptance of my invitation to visit the UK in October, a bit of arm-twisting and

hopefully Aoife will make it as well when once again we will kick off and have a great time. Showing Dejan the UK in a Cessna 172 SP is just not going to compare to the Alps.

I have joined a club at Oxford airport, done my check rides etc, the staff there are very happy with the level of flying, which again says a lot for Algoa.

My best wishes to all at Algoa Flying Club!

Calendar of Events

(Check www.flying.org.za for details)

NOVEMBER

7th Wings Dinner
14-16th TFDC Bredasdorp
21st AGM

DECEMBER

6th "Round the Houses"
17th 100-year celebration



Treasurer's Report

Roger Thomas

How time flies when you are having fun. Almost first month of the new financial year gone. Not much to report on that yet. Probably a good thing since that means there has been nothing too significant to report.

We have been busy with preparing for the audit in order to have the last year financials ready in time for the AGM. Just to lace your interest, we did have one or two nasty surprises before we closed off last year's books, but to find out more of that come to the AGM on 21 November



Snippets

Roger Thomas

The management committee, earlier this year, was alerted to the fact that there is an AIC which places a more onerous responsibility on the owners of aircraft to ensure that the pilots are licensed to operate those aircraft.

Some legal advice confirmed that the AIC does lay the responsibility on the management committee's shoulders. To this end, we are required to put some controls in place to protect both

the club and its management committee.

We will shortly be implementing an access control system at the club, to assist with this new legal requirement.

Aircraft keys will no longer be hanging up available in the club for anyone to access. The keys are to be locked up in a number of safes. The way a pilot will have access to these keys will be via the access control system, which will unlock the safe(s) containing the keys to the aircraft on which that member is rated. Each member will need to supply proof of his or her type ratings to ensure they are included on the access software.

While we are implementing this, it was decided to implement access control to the club premises, since the cost is only marginally higher.

This implementation will be taking place within the next short while. We will endeavour to have your access tags distributed timeously before the 'switch on'. As the tags can be lost, we will request a refundable deposit, about R30, for your tags. It is also important that should you lose your access tag, that you inform us, so that we can disable that tag access.

Ritchie Rally 2003

The 25th Ritchie Memorial Rally – Technology in action (Glen Meyburgh)

The sun rose on Saturday the 18th October to reveal perfect weather for the staging of the 25th Ritchie Memorial Rally. The day was about to turn into the perfect ending of a rather touch and go week as far as rally flying was concerned. Yet again work and social (who can miss the Oktoberfest?) pressure had left me only 5 days to put a rally together. The 7-day weather forecast on Monday did not look very promising, Saturday was apparently going to be okay but the rest of the week was not looking good. The aircraft was booked for Tuesday afternoon but the weather was not about to come to the party. By 14h00 there was a light rain and the wind was gusting 32 kts. Dave Perelson, who was to assist with the taking of photographs, and I decided that it would be no fun at all and opted to postpone our flight till Wednesday morning. This actually

turned out to be a blessing in disguise as it allowed me to refine the route that I had put together on Monday. Dave had obtained the local 1:50 000 maps and this extra time allowed me to set them up and calibrate them for use with OziExplorer, much more accurate than using the 1:250 000 map. Using a map of this scale (1:50 000) is great as prospective en-route photos can be identified before the prop even starts turning. Not to mention the plethora of features that do not appear on the 1:250 000 map, he, he. It is also a lot easier, and more accurate, than trying to plot the route on six to eight conventional 1:50 000 maps that would be needed to cover the route.

For this rally we had decided to use present technology to its fullest, and so out came Roger Thomas' new digital camera with its 6 x zoom lens. This also meant that no costs would be incurred for film, processing and printing and at the same time allowing over 100 pictures to be taken, should the need arise. Another handy feature is the ability to check your photo immediately after you have released the shutter to ensure that you got what you wanted. With the waypoints and route loaded into the trusty GPS via a PC cable directly from OziExplorer (one mouse click) Wednesday dawned bright and wind free, a great day for flying.

On arriving at the Start point and with all the Progress Flight Academy students taking advantage of the perfect aviating conditions it became apparent that I had set the first leg a little too close to their circuit for comfort. No problem, delete Check Point (CP) 2 from the GPS route and pick up the new track. Flying the track and finding the CP's with the aid of a trusty GPS really takes the guess work out of trying to interpret the map, especially when things have disappeared (like towers) or appeared.

Armed with more than 40 pictures from our flight I headed back to the office to download them onto my PC along with the actual GPS track being loaded into OziExplorer. Now as always happens there are a couple of photos that you are not 100% sure of the exact location, no problem. Along with each picture a digital camera also stores all sorts of wonderful info, including exposure and camera settings but more importantly for this application, time, to the second. How

does this help, you ask? Well it just so happens that the GPS track not only stores your position, speed and heading every few seconds but also, yes you guessed it, the time. All that is needed to now verify the picture's location is to place your cursor over a point on the track and match the times, simple. With the tools available in OziExplorer it is also a synch to measure the distance of the feature from the track (not more than 300m for an en-route) and the angle from which it was taken (not more than 45° from track is allowed).

R 37.00 per set, this equates to a saving of more than R 350.00 on photographs for this event (12 teams). With the competitor instructions written and sketches made (Illustrator again) and double-checked using the actual competition map it was Dave's job to enter all the route and competitor info into his rally scoring programme, Air Rally Controller, and the course info into Air Observer.

Air Observer is a locally developed software programme by Jan Hanekom

The latest version of Air Rally Controller imports this information from Air Observer and calculates the track and timing penalties. It is also possible to export the track to OziExplorer and view it on the available maps. All that is left to do is enter the photo penalties and you could have a result within minutes of the last competitor arriving back.

Using the scenario above a rally can be put together in a couple of days and run with the minimum of personnel with much higher accuracy than in the past. No chance of a marshal setting up in the wrong place or having any timing problems. This is definitely a case of technology making life easier and cheaper, or as one bank puts it, simpler, better, faster.

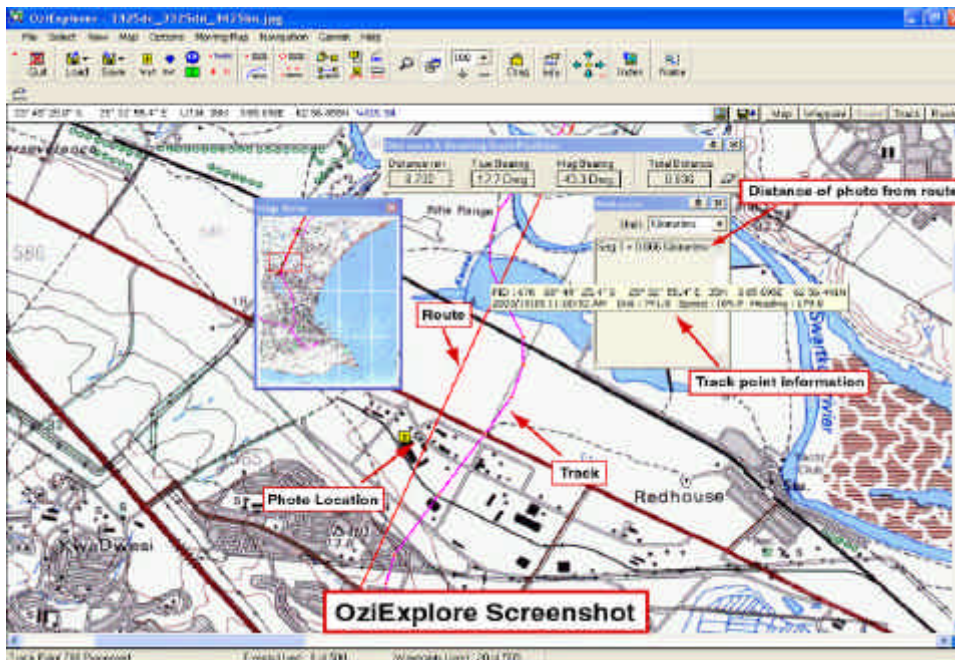
Ritchie Rally – Competitor's viewpoint - The Flip Side!

(Eddie Pearce)

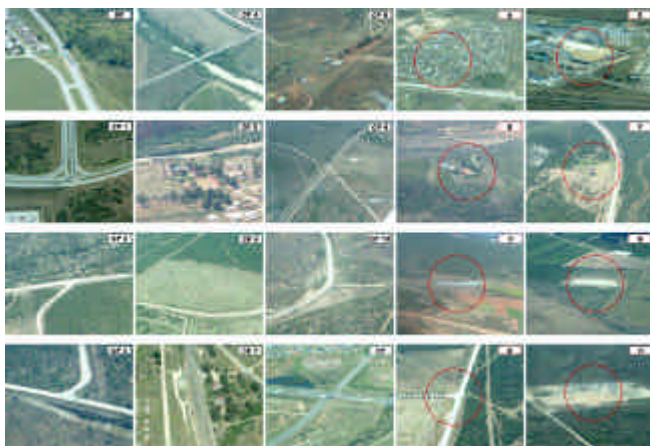
Woes was the word that did it! Visiting the Club office on the Friday afternoon before the Ritchie Rally, I was demoted from distinguished committee member to "Woes". Why? Because I had forgotten, being chronologically challenged, to enter the Ritchie Rally. Mid afternoon is good for snoozing, bad for arguing. "But I haven't got a navigator". Glynis, now within easy hailing distance of the bar summons "FRANCIS! Come here, stand to attention, shoulders back. You will be navigating for Mr. Pearce (got some status back) tomorrow". And so it was. Francis De Beer ex RAF Canberra navigator was conscripted. Used to taking star shots at 450 knots. That should come in handy!

Anyway this intrepid team will be briefed along with all the other entrants at 6pm. So off to the hanger/workshop/tea room/doss house to prep the plane and contemplate our fate.

Now 45 minutes is not long enough to plot 12 points, load yourself and all that nav stuff into the cockpit fire up and so on. And at the gate an APTRAC trauma hawk gets ahead. Both given 08 we are delighted when he turns left for 26! If he is in the rally we now know we will not be last. Checks done on the run we are



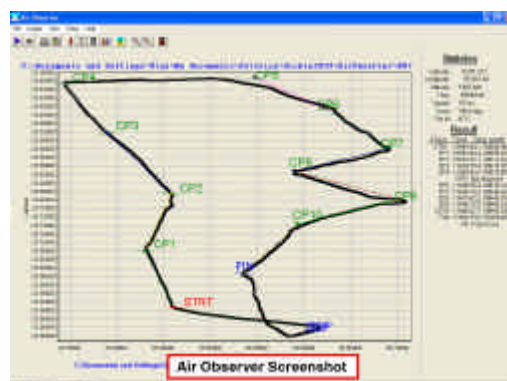
Using Photoshop all the photographs (12 x CP and 8 x en-route) were re-



sized to centre the features and then they were labelled and the features circled, for the en-routes, and set-up to fit on a single A3 sheet using Illustrator. This file was then written to CD-Rom.

With my huge (68 meg) Acrobat file it was off to the printers who had my prints out in a couple of hours at a cost of R 10.26 per set. Using postcard reprints this would have cost

that is used with his GPS loggers that are placed in each competitor's aircraft. When the competitor returns the logger track is downloaded into Air Observer which then provides time and track information as well as a graphic representation of the competition course and competitor track, including speed and altitude.



off and with the cooperation of the tower get an early turn out. Local knowledge puts us unerringly through the start gate a minute or so late and similarly through the second. From then on we got better or lost. The compass is undamped and undecided so we use land features for direction (and the GPS compass only - promise). OK until you are over the bush. Then we missed a couple of points.

Our technique was different. Essentially it consisted of agreeing that it was the checkpoint and that it did or did not match the picture. All very British. Restrained debate and magnanimous concurrence. Then Francis advises our specified arrival time. On some, 45 seconds, on others about 3 minutes to cover the remaining two miles! VNE and stall or loop respectively! No uncouth language or fisticuffs. That the Brits save for soccer matches or disputes over or with women.

And so to the end. An excellent braai and salads. After all that we came eighth. However in terms of the DeBeer-Pearce system (similar to Duckworth-Lewis but better) where points are divided by the square of the crews combined age and a pensioners discount of 20% applies, we would actually have come first!! It is always nice at the end of the Rally when the Pilot and navigator are still talking to one another. Well next time maybe!

PS. In the absence of the proposed system, well done Roger and Tracy. Roger may be competent with a compass and stuff but he ain't so good with braai tongs. Left in charge of my sausage for a few minutes he did to it what any good crematorium could have done!

PPS. To Glen, Dave, Peter, Glynis, Coenie, Chris and Denise thank you for all the effort and an excellent event. It is a lot of work and is really appreciated.



AIRCRAFT
MAINTENANCE
by Russell
Phillips

I am happy to report that the treasurer's arm has been twisted sufficiently to release enough cash to have MXS refurbished. This was due to happen immediately however we have a busy spell coming up so it will happen early in 2004. Once MXS has

been done we will have more than half of our fleet looking decent. After MXS it will be the turn of KSF. Hopefully we can twist old moneybag's arm quite soon on this one!

Generally things have been running smoothly with the aircraft apart from the usual avionics glitches. Transponders, radios and intercoms continue to give trouble and due to the intermittent nature of the snags these are often difficult to trace. What makes it even more tricky (and expensive) is that we do not have an avionics technician in PE. Your patience and ATC's patience is appreciated.

We are currently doing a bit more arm-twisting for some new avionics – watch this space!

We are nearing the end of our second year with the aircraft guardian system in place and it has definitely yielded positive results with a number of our “orphans” looking pretty well cared for.

It is almost AGM time and time for me to hand aircraft maintenance over to someone else – any takers?!

PS...surfing the net recently I stumbled upon this amazing piece of equipment. A full EFIS for R14k. I would imagine this price will reduce further with time and hopefully the screen will get bigger. Apparently comprises ten instruments in one. Have a look at

<http://www.dynonavionics.com/docs/efis-d10photos.html>

EFIS for R14k!



NEWSLETTER CONTRIBUTIONS

Please send comments or letters for the newsletter. Please fax items to 041-5815646 or send to info@algoafc.co.za.

AGM Notice Committee Vacancies

In accordance with our constitution, 4 members of the management committee are required to retire each year, but these members shall be eligible for re-election.

Messrs: Chris Booysen, Dave Perelson, Russell Phillips, Glen Meyburgh, will be retiring from the committee this year.

Nominations are now called for to fill the 4 vacant positions on the committee.

Nominations are to be e-mailed to club@flying.org.za, or handed in at the office in a sealed envelope addressed to the Club Secretary.

The content of the nomination, must include, the candidates name, proposer and seconder, all of which must be in good standing with the club. Please also ensure that the member is willing and able, before such a nomination is put forward.

Three days prior to the AGM, a list of the nominees will be posted on the club notice board.

Bar and braai stories (Duane van der Linde)

It is amazing what you can learn from working in a bar – especially with a bunch of pilots drinking. You get to hear the frustrations and the joys of flying. One of the frustrations is that of not having a big enough social thing going at the Club.

So, to help the Club grow socially and to advertise now we are starting a braai every Friday evening when braai backs will be available from the barman for a cheap R17.50. The fire will be started around 1700 so bring your women/wife and your kids and come and enjoy a chop and dop every Friday. Look forward to seeing you guys next week.

Printing of the newsletter is now in its third year of kind sponsorship by Datapower, PE