

JIMMY GILL REPORTS:

The main runway 24/06 at Lanseria Airport has been completely tarred and construction work is still in progress installing the flare path and painting the markers, etc.

We indicated that the airport would be operation by the 1st August, 1974, but due to the odd small problems regarding the final completion, there has been a delay of some two weeks.

Deadline should be the 16th August, 1974 and Lanseria Management Company have advised that there will be some form of house warming party where members of the press and various V.I.P.s involved in aviation will be invited to the function.

At the time of writing this article the main terminal building has been completed, the carpeting is almost complete and the vinyl wallpaper has been installed. "Pop" Brecknell is most proud that the control tower is functioning perfectly and I am sure that most pilots, when they hear his voice over the air, will remember hearing him before when he worked as traffic controller for another well known airport.

PIETERMARITZBURG PARACHUTE CLUB



ALLAN BANFIELD REPORTS:

The weekend of June 29/30th witnessed one of the most significant developments in sport parachuting in South Africa. The newly established Relative Work Council of the Para-Sub Committee — Aero Club of S.A. hosted their first official event. The venue was Dundee Airfield and the aircraft used were Pretoria Skydiving Club's Pilatus Porter ZS-IHB and Avna Airways Nord 262. The objective of the meeting was to spread the knowledge and skills particularly required for the performance of successful and safe relative work. Under the leadership of Don Bodly and Richard Charter 2-3 experienced jumpers were allocated to a team and the balance was made up by fledgling relative workers. The meet was an outstanding success as it was attended by about 50 serious jumpers who travelled from the Reef and Natal in order to improve their skills. It was the safest gatherings of parachutists in S.A. ever: the meet being concluded with no incidents or administrative problems. The participating scratch teams succeeded in building a number of 4-7 man stars but failed in achieving the elusive 8. A number of Natal records were also set: 1st Natal eight man snowflake which is also being claimed as an all Africa record. First Natal 11 man Star. This was the result of an attempt at the South African Record organised by Richard Charter. They were unsuccessful in improving on the present 13-man record.

Arland Read has been appointed Chairman of the newly formed safety and training council Safety in all spheres of Parachuting will now be his responsibility from national to club level. The first function to be organised by the council was a Jumpmaster's course held at PMB Parachute club on July the 19th to the 21st.

HANGAR TALK

THE IMPORTANCE OF GOOD FACILITIES

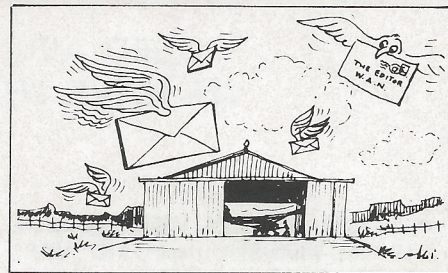
Sir,

It is very heartening to know that there are municipalities which realise the importance of good ground facilities for aircraft and how this can only enhance the prestige of and encourage business and industry to their boroughs.

This attitude is very noticeable in two widely separated centres, namely Barberton and Kuruman. Admittedly neither had had jet aircraft land on their fields before, so that within seconds of our arrival overhead in the company Cessna Citation, the Town Clerks of both places made tracks for the aerodrome. Both were concerned about the suitability of their airfields for this type of aircraft. We soon put their minds at rest.

Mr Jordaan, of Barberton, was instrumental not only in providing improved buildings on the field but also for the NDB 'BT' transmitting on 207.5 kcs — very handy when those mountains are partly obscured! He also sees to it that the grass is kept at a reasonable length, apart from providing transport for stranded pilots!

Mr Swart, of Kuruman, was in the happy position to inform us that work will soon commence to give that oasis in the far west a blacktopped landing surface! One can only hope that each and every far flung municipality, no matter how insignificant and out-of-the way they appear to be, will agitate for proper facilities to take the more sophisticated business aircraft of today. The advantages, all



too often are not immediately apparent when it comes to aviation (INDISPUTABLE: facilities engender utilisation!) both on a local and at national level, should make a program of airfield improvement imperative.

D. Marchand,
Company Pilot.

The Roberts Construction Co. Ltd.

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Paul du Plessis
8 Lenie Street,
Ontdekkerspark Ext. No. 10,
Roodepoort,
Transvaal.

INSTRUCTOR'S CORNER

—NAV TIPS— by Reginald Soden



THE SIX-MINUTE trick — Six minutes is one-tenth of an hour; very useful for easy mental arithmetic. For instance: at TAS 104 mph, in six minutes you will air-fly 10.4 miles.

Again; ground speed 150 mph, in six minutes you will cover 15 miles over the ground. Just mentally shift the decimal one place to the left, easy as pie.

Another thing: your pre-flight nav log tells you that six minutes after setting course from base, at TAS 140 mph, on this true course, in no wind, you will arrive over this bend in the river.

Airborne though, after six minutes, you observe you are one mile SW of the bend in the river. So? So one mile displacement in six minutes equals ten miles in sixty minutes and you are SW. No degree in maths is required to figure you are flying in a NE 10 mph wind.

Without using a computer or putting pencil to paper in the air, you have just used the air-plot/ground-fix method of determining the wind.

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Below: THE F33A.

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