

2026

The Gremlins Herald



WWW.ALGOAFC.CO.ZA

ALGOA FLYING CLUB

4/9/2026

Gremlins Herald

April 2026

ALGOA FLYING CLUB: SACAA/1006/ATO

ALGOA FLYING CLUB: 2023/581845/08 NPC

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MEMBER: Giammario Mazzei

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CFI: Mike Thompson

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Newsletter

Welcome to our April edition of the **Algoa Flying Club's Newsletter!**

Good day to all our members,

I can hardly believe that we've already reached the Easter weekend. I've held off on submitting this article for the newsletter, hoping to share some positive news—and I'm pleased to say that moment has arrived.

Last week the ground runs were successfully completed on ZS-KND. This has been a long time coming, and I know many of you have felt the strain of a very limited fleet over the past few months. Please know that your frustration has been fully shared by both me and the committee. It has been a challenging period for all of us.





Looking ahead, there is real momentum building. Our Cessna 172R is scheduled for its CoA inspection on 15 April. Following that, we anticipate a turnaround time of approximately 10 to 14 days for the necessary paperwork before it returns to service.

Once the 172R is back online, the Cessna 150 recently acquired will enter maintenance. At this stage, we don't have an exact timeline for the return of the engine, as it may take shorter or longer than expected. What I can say is that the maintenance team is pushing hard to get everything completed as efficiently as possible. After installation, the aircraft will undergo its own CoA inspection before joining the fleet.

I would like to sincerely apologise for the limited availability of aircraft in recent months. It has not been ideal, but we are now entering a far more promising phase—particularly with our twin-engine aircraft now back online, which is a fantastic milestone for the club. There is a renewed sense of energy and direction within the club and I'm genuinely excited about where we are headed.



Following the challenges brought on by COVID, it's encouraging to see us turning a corner. Over the past two to three years, we have made significant investments into our fleet. Those investments are now beginning to pay off, and we are confident that the aircraft will soon be fully utilised.

It's particularly fitting that in our 70th year, we find ourselves on the brink of what could be an exceptional period for the club. Last year was one of our strongest in nearly a decade, and despite operating



with a reduced fleet, we are only marginally behind those figures this year. That is a remarkable achievement.

With the fleet returning to full strength, we are confident that the months ahead will deliver outstanding results—and set the foundation for many successful years to come.

Wishing you all a wonderful Easter weekend and many hours of clear skies ahead.

Warm regards,

Gareth Godwin





CFI's Corner

- Michael Thompson -

Hi Everyone

Please note we have been advised by ATNS of changes pending to the VFR routings from Chief Dawid Stuurman Airport to the West and from the West to Chief Dawid Stuurman Airport.

The new routings are proposed as follows -

PARSONS VFR ARRIVAL:

All VFR traffic, with points of departure west of Chief Dawid Stuurman, are to route via Gamtoos River Mouth, then to the Maitland River Mouth, then route towards the Baywest Mall(33°57'05.2"S 25°27'35.6"E) at 2000 FT. Abeam Seaview contact FAPE TWR on 118.1 MHz.



BAYWEST 08 VFR Departure:

After departure runway 08, maintain runway track to 1000FT ALT, then turn left, track 350 degrees and climb 1500 FT ALT, at 1500 FT ALT proceed direct to Baywest Mall(33°57'05.2"S 25°27'35.6"E), at Baywest Mall set course (left turn) for Maitland River Mouth, remain south of the N2 road. Traffic is to cross Maitland River Mouth and Gamtoos River Mouth at or below 1500 FT ALT.

VFR traffic to remain clear of the FAPE TMA and report passing abeam Seaview.



BAYWEST 26 VFR Departure:

After departure runway 26, maintain runway track to 1000 FT ALT, then turn right track 350 degrees and climb 1500 FT ALT, at 1500 FT ALT proceed direct to Baywest Mall(33°57'05.2"S 25°27'35.6"E). At Baywest Mall set course (left turn) for Maitland River Mouth, remain south of the N2 road. Traffic is to cross Maitland River Mouth and Gamtoos River Mouth at or below 1500 FT ALT. VFR traffic to remain clear of the FAPE TMA and report passing abeam Seaview.

Note: Traffic must broadcast on 122.7Mhz when passing the Progress circuit.

Notam triggering amendment forthcoming.

Fly safely

Kind regards

Michael Thompson

Contact us for FAPE Routes and Special Rules if necessary.



1958 at Port Elizabeth Airport



Congratulations

to the following members on their achievements:

1st Solo Flights:

- Benedicto Maluza
- Yussuf Sheikh
- Isack Lekiale
- Allan Van Den Berg
- Navesh Ramsurrun
- Nokutenda Munyanduki

Night Rating Achieved:

- Anrich Langner
- Amber Williams

Private Pilot Licence Achieved:

- Jarrod Rose-Christie
- Yousuf Alshinnaq
- Yahya Said Yahya
- Lungile Jiyana
- Navesh Ramsurrun

Instrument Rating

- Mervin Kilima

Commercial Pilot Licence (IR) Achieved:

- Matthew Versfeld
- Simon Mutalima
- Anru Potgieter
- Patrick Lumbu
- Tyler Horrmann
- Milah De Klerk
- Isaiah Msimuko
- Ahmed Birzeeq

Grade 3 Instructor Rating Achieved:

- Bahaaddin Ben Khaleel
- Nazeer Anthony

Member Spotlight

- Varie Anderson -



From Algoa to the ATR – An Update from Varie Anderson

I instructed at Algoa Flying Club from mid-2022 to mid-2025, and those three years remain some of the most formative of my flying career. During that time, I logged approximately 1,300 hours of instruction across the C152 and C172 fleet, as well as the M20J, C172RG, Piper Twin Comanche, and in the simulator. It was a privilege to work with students at every stage; from first solo through to multi-engine and instrument training, and to contribute to the strong instructional culture that Algoa is known for.

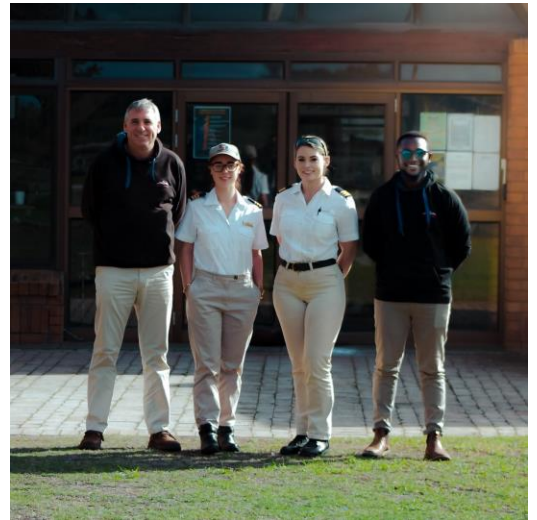


In August 2025, I joined Solenta Aviation as a First Officer on the ATR72-500, operating on the DHL contract across West Africa. Since starting, I've been based in Abidjan, Dakar, and currently Lomé. The operation is dynamic and rewarding, flying time-critical cargo into a wide variety of regional environments, and it has been both professionally stretching and deeply fulfilling.

Algoa played a significant role in preparing me for this step. Instructing builds not just hours, but judgement, discipline, communication skills, and systems understanding. Sitting in the right-hand seat as an instructor develops a depth of knowledge and decision-making ability that transfers directly to multi-crew turbine operations. I finally achieved my ATPL last week, which is another milestone that feels very much built on the foundation laid during my time at the Club.

To the current instructors and students at Algoa: the long days, the circuits, the briefings, and the study sessions are building far more than hours - they are shaping you into the kind of aviators this industry depends on.

I'm grateful to have been part of that journey and proud to carry Algoa with me into this next chapter.



Archive Photo's From Mike Streeter

- 1958 - 1959 -



What is the difference between an accident and an incident? When to report it?



A collapsed nose wheel, scraping a wing while taxiing, or veering off the runway – these sorts of things always seem to attract an audience (with a variety of theories as to what happened), but do we know what to do should the unfortunate or embarrassing happen? As with most regulations, it all seems rather complicated and nauseating so I am going to try and explain it in a practical sense, so that should you or I ever have the misfortune, we don't appear as dumb-struck buffoons and know what course of action should be taken.

INCIDENTS

The less concerning of the two, an incident is any (possibly pants-wetting moment), that is not an accident, but is associated with the operation of an aircraft which affects or could affect the safety of operation. A serious incident usually means that it was almost an accident. They can occur when the aircraft is manned (from the moment all persons have boarded until they have all disembarked), or unmanned (between the time the aircraft is ready to move with the purpose of flight, until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down). Here are some examples:

Near collisions requiring an avoidance manoeuvre to avoid a collision or an unsafe situation or when an avoidance action would have been appropriate.

- . Controlled flight into terrain only marginally avoided.

- . Aborted take-offs on a closed or engaged runway.

- . Take-offs from a closed or engaged runway with marginal separation from obstacle(s).
 - . Landings or attempted landings on a closed or engaged runway.
 - . Gross failures to achieve predicted performance during take-off or initial climb.
 - . Fires and smoke in the passenger compartment, in cargo compartments or engine fires, even though such fires were extinguished by the use of extinguishing agents.
 - . Events requiring the emergency use of oxygen by the flight crew.
 - . Aircraft structural failures or engine disintegrations not classified as an accident.
 - . Multiple malfunctions of one or more aircraft systems seriously affecting the operation of the aircraft.
 - . Flight crew incapacitation in flight.
 - . Fuel quantity requiring the declaration of an emergency by the pilot.
 - . Incidents such as undershooting, overrunning or running off the side of runways.
 - . System failures, weather phenomena, operations outside the approved flight envelope or other occurrences which could have caused difficulties controlling the aircraft.
 - . Failures of more than one system in a redundancy system mandatory for flight guidance and navigation.
- These things should be reported as they contribute to aviation safety research, and ultimately your safety! You can report to any ATC or the Commissioner (CAA), and the investigator in charge will provide you with the necessary forms. If the incident is aircraft related, DO NOT move the aircraft until you have reported – you will be instructed as to what to do. Take a couple of deep breaths, but don't immediately take up any offers of a cold beer, instead try to write down everything you can remember as soon as possible.

ACCIDENTS

Are occurrences during the operation of an aircraft, between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked. Three major situations constitute an accident:

- A person is fatally or seriously injured (injuries such as broken bones requiring immediate medical assistance), as a result of being IN the aircraft, or any part detaching from the aircraft or even being exposed directly to the jet blast.

The aircraft sustains damage or structural failure. This does not include wing tip 'rash', but rather damage which affects the structural strength, performance or flight characteristics of the aircraft. The aircraft will need major repair or replacement of the affected part (think of a collapsed nose wheel or prop strike).

- The aircraft is missing or completely inaccessible. This usually means a crash where a wreckage is inaccessible, or where a search for a wreckage is called off, this is deemed to be an accident.

REPORTING AN ACCIDENT

Who should report it?

- The PIC
- A crew member

If they are deceased or incapacitated, then:-

- The owner or operator

Who should it be reported to?

- The Commissioner (CAA)
- The nearest Air Traffic Services Unit (ATSU)*
- The nearest police station*

* ATSU and the police station will then report the accident to the Commissioner.

How should it be reported?

You can contact the investigator on call, which you can find on the CAA website

- <http://www.caa.co.za/Pages/Accidents%20and%20Incidents/How-to-report-accident.aspx>

, who will then advise you of which form to fill in, and what information is required.

Reporting accidents and incidents is not only important for insurance purposes, but provides for data collection that could reveal trends that may prevent occurrences. Interestingly, most occurrences are human factor related, namely:

- Not following procedures
- Attempting to fly VFR in IMC conditions
- The need to get to the destination at all costs, despite conditions not being suitable.

As you can see, a number of these factors are preventable, so think carefully when making decisions, and do not be afraid to speak up if someone else is flying – being safe makes you a worthy airwoman / airman.

<http://essentialpilot.co.za/2020/09/05/accidents-and-incidents-what-the-differences-are-and-what-you-should-do/>

SAVE THE DATE

- **Music Bingo** – 24th April 2026 @ 6pm
 - Contact the office to book your table
- **FAGT Fly In** – 7th June 2026
 - Details to follow closer to the time
- **70th AFC Anniversary Dinner & Wings Parade** – 28 November 2026 @ 6pm
 - Venue: The Plantation
- **70th AGM** – 4th December 2026 @ 6pm
 - 4 OFF / 4 ON

More information will follow closer to the time, please keep an eye on Facebook <https://web.facebook.com/share/g/18f65xETkP/> or join the AFC WhatsApp Group:

<https://chat.whatsapp.com/CKzcNChbdJZ7p07P7mUPFW>





Algoa Flying Club

70th Anniversary

SAVE THE DATE

WE INVITE YOU TO CELEBRATE OUR
70TH ANNIVERSARY WITH US AT
THE PLANTATION

NOVEMBER

SATURDAY **28** AT 6PM
2026

An Elegant Black Tie Gala
honouring seven decades of pilots,
passion, and the spirit of aviation.

Formal invitation to follow.

PTAR 2026

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PTAR 2026

28-30 MAY 2026

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[ptar/?fbclid=IwY2xjawREWxBleHRuA2FlbQlXMAbicmlkETFLeFRNNWlpRmtIdTNHbXdOc3J0YwZhcHBfaWQQMjlyMDM5MTc4ODIwMDg5MgABHooD9z4-9QqyHiMW7RqSPF0KI9UArRvPNUxQdsisBYkVIYY-Hv0p2j2QtrBF_aem_9l4rvhbxeqFf4YBEB4-REw](https://sapfa.co.za/competition-entry-form-ptar/?fbclid=IwY2xjawREWxBleHRuA2FlbQlXMAbicmlkETFLeFRNNWlpRmtIdTNHbXdOc3J0YwZhcHBfaWQQMjlyMDM5MTc4ODIwMDg5MgABHooD9z4-9QqyHiMW7RqSPF0KI9UArRvPNUxQdsisBYkVIYY-Hv0p2j2QtrBF_aem_9l4rvhbxeqFf4YBEB4-REw)

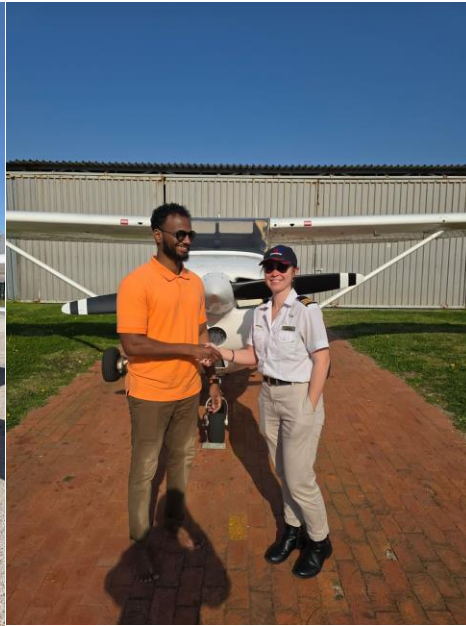
Who's entering today? Tag a mate! 🤝

#PTAR2026 #SOUTHAFRICANAIVATION #SAPFA

PHOTO MEMORY BOARD

Achievements

1st Solo Flights



"A 'good' landing is one from which you can walk away. A 'great' landing is one after which they can use the plane again."

Our latest PPL Holders



"Pilots are a rare kind of human. They leave the ordinary surface of the word, to purify their soul in the sky, and they come down to earth, only after receiving the communion of the infinite."

– Jose Maria Velasco Ibarra



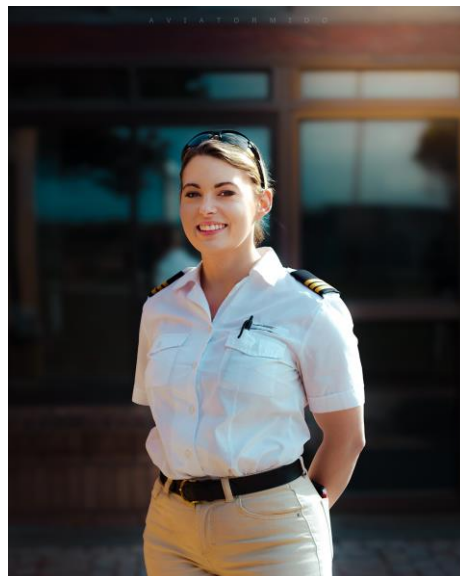
The newest Commercial Pilots



"Sometimes, flying feels too God-like to be attained by man. Sometimes, the world from above seems too beautiful, too wonderful, too distant for human eyes to see."

– Charles A. Lindbergh

The latest holder of an Airline Transport Pilot Licence



69th Wings Parade and Anniversary Dinner

<https://web.facebook.com/media/set/?set=oa.1398482885279118&type=3>



Career Days at Schools in Gqeberha



In Memoriam



Peter Bain

(4th December 2025)

We remember and honour Peter Bain, a long-time aviator and long-standing member of our club. His passion for aviation, his loyalty, and his steady presence touched everyone who had the privilege of knowing him.

Our deepest thoughts are with his family and friends during this time of loss. May his memory continue to inspire blue skies, safe journeys, and a love for flying in all of us who remain.



Tyler Horrmann

(30th November 2025)

Tyler was a passionate aviator, a great man, a loyal friend, and someone whose dreams were always carried on the wings of flight.

Tyler's love for aviation, his dedication to excellence, and the joy he brought to those around him will forever remain part of our journey. Though we feel the weight of his absence, we honour the freedom he found in the sky and the impact he left here on the ground.

"Those who loved the skies never really depart; they become part of every sunrise, every tailwind, and every peaceful horizon."

Important Notice

Dear Club Members,

Please note that there is no longer a thoroughfare from the Algoa Flying Club side to the main General Aviation area. The area has been closed off by East Coast and the ACSA hangars.



We apologise for any inconvenience this may cause. This measure has been put in place to prevent tailgating through the AFC entrance and to ensure that ACSA does not take further action, such as permanently closing our gate.

Thank you for your understanding and cooperation.



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2023/581845/08 NPO

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- HIRE AND FLY
- PILOT LICENCE

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