

Microflight Africa



ZU-SLING



ZU - BUSHCAT



ZU - BATHAWK



ZU - AQUILLA



The Microlight and Light Sport Aeroplane Association of South Africa

MISASA



BEST OF THE BEST WWW SHOWCASE

Wings | Wheels | Water

27 Aug 2016 at Tedderfield

The MISASA WWW SHOWCASE & The Toyz4Boyz Show are joint events. MISASA members and their guests seated in a motor car with the inclosed MISASA winged shield sticker attached to the inside front windscreen of their motor vehicle will not be charged an entrance fee. T's & C's Apply. At the entrance you will be directed to the MISASA carpark. MISASA suppliers must be pre-allocated display areas.

TOYZ4BOYZ

27 AUG 2016

TEDDERFIELD AIR PARK | NETTLETON ROAD | EIKENHOF

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STATIC AIRCRAFT DISPLAYS | HELICOPTER FLIPS | FLY INS

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Microflight Africa

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MICROFLIGHT AFRICA DISTRIBUTION / MEMBERSHIPS

Publications are distributed free to Pilot and to Co-Pilot members. Pilot membership is open to pilots and co-pilot membership is open to other interested persons.

MISASA COMMITTEE

The MISASA Chairman is John Boucher. See www.misasa.org & p17 for committee details.

EDITOR & SCRIBES

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VIEWS

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Webo - www.webo.directory



Flying African Skies

The Official Magazine of the Microlight and Light Sport Aeroplane Association of South Africa



MISASA Chairman's Report John Boucher

I am once again reminded of the demands that being a volunteer requires. So how do we define a "volunteer"? I would think that volunteering is "time" willingly given for the common good (in this case recreational aviation and its very existence) and without financial gain. But volunteering also saps other things besides "time" ... and I only have to think of unseen personal financial costs, clearly a matter to often forgotten when "demanding"... One sincerely cannot be stingy with time, money and own resource utilisation when being part of the wider concept of civic participation.

No sooner had I submitted my 2015 Chairman's report, the need to complete the next one arrived. Normally I have tonnes to say, but when I have to put pen to paper, it becomes a totally different matter. Having to reflect on the year, it seems impossible to record everything that



has been done and still needs to be done. It is my second year in the "hot seat" and by all accounts, it feels like I am sitting in a "lava pot". To complete this report would be easy doing the proverbial cut & paste thing but that would be cheating.

AGM 2016

We held our AGM on the 14th April 2016 at the Rand Airport Harvard Café. We had initially aligned with the Aeroclub's planned AGM, but their date changed and in doing so, scuttling our efforts to be cost effective. Airline tickets had been booked; members notified and nominations were in for the board election. In hindsight, our efforts would have been severely hampered by time constraints when the discussion around the adoption and implementation of the new constitution hit a slight speed bump and rocky ground. A vibrant, and at times, robust discussion promised to deliver a better solution for the somewhat outdated version we have been governed by. A sub-committee was agreed upon to finalise the document that had already seen countless hours of Skype meet-

ings and to & fro e-mails exchanged to update. Further to this, our financial reporting had been hampered by the slow response to requests by our Treasurer, Brett Hickman. It was then decided to have an SGM at the Kroon Fly-In. The event was well attended, and the financials were accepted, and the new constitution ushered in. The updated constitution was required for renewal purposes of the ARO.

The AGM was well attended, including the presence of Richard Becker, the GM of AeroclubSA. We also welcome back Alex Rudd and newcomers Byron Lutzke and Freddy Niehaus to the committee.

Transformation & Development

Surely a contentious topic in South Africa with each committee & MISASA member surely having a different opinion on should we, shouldn't we and if we do – HOW? In 2015, a unified request had been submitted for funds to SRSA (Sport and Recreation South Africa) by AeroclubSA. MISASA and a couple of other ARO's were successful in being awarded R 50 000. As

I mentioned, I suppose we could stand around the braai-veils fire and possibly get into a heated debate or fisticuffs about how to spend the money as appropriately required by SASREC. A decision was made in serious consultation with Daniel Ralefeta that heads up the AeroclubSA T&D portfolio. A "program" was implemented, and the initial process agreed to can be found in the T&D Report submitted by Louis Jordaan.

EAA Convention & MISASA Fly-In Mossel Bay

I was hoping that this would have been the start or departure point for more events down in the Western Cape. We learned some valuable lessons and were also reminded that the weather takes no prisoners. I have compiled a separate report on this event and don't want to find myself regurgitating its content, so please read it and Donald Hicks' story about getting there. In summary, it was a cold and wet event. This event did, however, open a can of worms with a familiar antagonist which subsequently had to be resolved via the AeroclubSA board.

Goodbye FUNDI

After showing promise, the FUNDI payment system degenerated into a fiasco of non-service delivery and problems. As indicated last year, we were to lodge a vote against FUNDI and seek alternatives. A new system was decided on, and many of you have already experienced it first-hand. The BlueboxOnline system gives you the member easy access to not only maintaining your personal details but also the ability to effect easy payments. You can download your important membership

documentation required for renewing an ATF for your aircraft or for operating a microlight or LSA aircraft in SA. Once again, Thelma is there to assist and can be contacted on 071 656 2027 or e-mail at admin@misasa.org

Portfolios

I urge you to support the respective portfolio Directors who do a sterling and unselfish job as volunteers. They are passionate aviators including holders of NPL's, PPL's, CPL's, AP's and Instructors.

Events & Events MOP

One of the advantages of "piggy backing" onto an event organised by others is the division of labour. This may seem ideal in the short term however we still need to add value to the collective effort, and we have to maintain the MISASA event values and identity. We do not charge members nor suppliers for events which are hosted in terms of our service delivery obligations to the membership. Our February, showcase event was hampered by certain procedures, rules and regulations and of course liability. Alan Mackenzie, who founded the event some four years ago, has again lead the way for us to host the event (our WWW Showcase) together with the Tedderfield Airfield Committee. Alan Mackenzie will keep you posted. The event is to be a joint event with Tedderfield's Toyz 4 Boyz on 27 August and we sincerely hope to see you there.

AeroclubSA Board of Directors

Our nomination for 2016 of Rowena Kraidy to

the board was successful. Donald Hicks and I will again do duty on the board. Donald is a corporate man, and I am privileged to be able to have him as a sounding board but also as the calm voice of reason.

Thank You...

I am bound to miss someone but here goes – The whole MISASA Committee, a big thumb's up from me for the often thankless effort you make. Rowena, who has had some serious challenges during the year and yet she marches on with Project 24. Brett, for keeping a tight fist on the finances and Donald for your endless advice and support. Last but not least... Alan Mac. Alan's dedication and effort for MISASA with various matters including the mammoth task of compiling the magazine, obtaining, begging and fighting for content does not go unnoticed - we are indeed grateful! Finally, you the valued and esteemed member – our sincere appreciation for the trust you have placed in us...

In conclusion

The Editor has included articles from highly respected aviation folk in this magazine... take their advice to heart and read their words thoughtfully and kindly support the safety campaign "Know Your Spots" – I know I have, do and will!

Here's hoping for a safe 2016-2017 aviation year.

John Boucher



Aero Club of South Africa Chairman's Report

It is with pleasure that I now deliver my Chairman's Report focusing on some of the newsworthy developments.

1. General Manager

After a number of years at the helm of Aero Club as the General Manager, Kevin Storie has stepped down to pursue some personal building projects. Kevin gave us many months of warning, but it still taxed our abilities to timeously replace him. It is not easy to replace the calibre of Kevin. He continues to assist us with many of our projects and is never far when we need his help or advice. To say we sincerely thank him at this stage seems hopelessly inadequate.

We were fortunate to find a replacement. Richard Becker retired as a professional electrical engineer and after a few months of retirement realised he was too young for inactivity. Richard joined us in December to facilitate the hand over from Kevin. Richard realised how high Kevin had set the bar, but nevertheless he hit the ground running. He

brings vast, refreshing experience to the position. He held a PPL and was prominent in gliding circles having been Chairman of Magalies Gliding Club for eight years. We wish him well in settling down as he learns the nuances of the Aeroclub.

2. RAASA Board

Aeroclub is responsible for nominating three of the directors for the RAASA board. After the resignation of Chris Booysen and Stan Oliver, we nominated Mr John Morrison the former CEO of the Airlines association, and Mr Colin Jordaan the former DCA. Together with our other appointee Chris Linakis these two gentlemen complete our high powered representation to look after our aviation interests. We sincerely thank Chris and Stan for their years of service to Aeroclub.

Our relationship with RAASA is on a sound professional level. We receive a lot of support in the many issues we have to negotiate, in order to pragmatically promote affordable Sport and Recreational aviation.

3. Industry Representation & Matters

- Part 47 which we were instrumental in developing, is now operating smoothly and it seems many of the problems with ex-military types, gliders etc. have been resolved. Registration can now be achieved simply and with minimal bureaucracy.
- Project 24 continues to involve our

attention but is progressing satisfactorily. We are profoundly grateful for MISASA's involvement in providing Rowena to assist RAASA in consolidating the proposed changes and additions required to make it possible for recreational aviation to operate smoothly.

- Development of the Part 115. This is the adventure flying concern which we are trying to regularise and steer away from getting caught up in commercial flying regulations. For the first time we are heading to provide a home for the "flipping and adventure type" aviation. Inter alia it caters for pax's in one man one type operations. This is also critical to the tourism sector in SA that aviation addresses.

- The Berwick matter together with the recent Paragliding accident in Cape Town will undoubtedly have far reaching effects on the aviation industry hence the need for the expedient introduction of the Part 115 regulations.

- The Memorandum of Understanding between AeCSA and the Swaziland Flying Association is in place. Next we must replicate this with Botswana, Zambia and Namibia without delay. This has many advantages, one of which is that our aviators will be able to move in Sub Saharan Africa with ease. Inter country formalities will be much more accommodating.

4. Safety Campaign

The Safety Campaign continues to be a most visible contribution from Aeroclub.

While there are many other contributors to this, both financially, and "hands on deck", Aeroclub stands proudly in the front row. Without the driving force of Kevin we may well suffer greater navigational errors. Well done to Kevin & team in successfully developing & rolling out Phase 4 of the Safety Campaign 'Know your spots' which as I speak is being presented at the KZN leg of this event. Hazardous attitudes seems the area of focus as more rules and regulations will not solve the problems that we are currently experiencing with an unacceptably high number of experienced pilots involved in aviation accidents and fatalities.

5. Transformation and Development

We are very proud of the progress of our AeCSA's entire Transformation and Development programme. Under the tutorage of Daniel Ralefeta the activities and visibility remain unbounded. Most weekends there is an activity which is well attended and widely publicised initially on WhatsApp and thereafter in the various newsletters. Slowly we are orientating the various sections and getting greater participation.

We are always wildly excited when we receive our grants from SRSA. This is most welcome and needed to further T&D interests. Sadly though, SRSA grant the money and the NEED to see what's happened, or even just, how do the sections intend using this money. This they need in the form of "a report". There

seems to be some misunderstanding as to the importance and timing of these reports, so they are not forthcoming. Should these reports not be timeously tabled, then the money would have to be returned. This would indeed be a slap in the face to all the hard work and efforts to motivate these increasing payments in the first place. The matter has been addressed and we hope for a successful conclusion.

My profound and grateful congratulations to Daniel for spearheading this operation with such enthusiasm. A word of warning Daniel, please build your team around you to keep pace with you. Well done Daniel.

6. Achievements

Congratulations to Frank and Cally Eckard on their achievements at the World Air Games. The World Air Games were held in Dubai in the first two weeks of December, Frank and Cally were awarded gold medals for the Landing Competition, and Bronze medals for third overall. The selected South African team were Frank and Cally Eckard for General Aviation (ANR), Nigel Hopkins for aerobatics and Paul Jackson for Para motors.

7. Aero Pay System

Owing to non-performance by Fundi, we had to make a change. At the end of last year we appointed Blue Box to handle the Aeroclub payment set up. It is early days yet, but all indications are that we have a winner. We thank you for your patience during this

transition period.

8. Office Administration

With the excising of Kevin from the team and inserting Richard, understandably some settling down took place. Happily Richard acquitted himself well and added much value to the operation. Sandra too had to undergo some adjustments and remains an indispensable force in the office. Chandre, who is resident in the front office has successfully been our first line of defence for the year. Hanke ably steers us through all the financial "rapids", which we sometimes think of as plain "waterfalls". To all in the office staff and Paul, I thank you for all you have contributed to the success of Aero Club.

9. Conclusion

Finally I thank you the members for having the faith and entrusting the management of Aeroclub to us for the year. Should we be re-elected to these positions then we pledge to continue our quest of preserving our beautiful blue skies for Sport and Recreational Aviation.

I thank you.

Jeff Earle

Chairman
AeCSA

8th June 2016



Aero Club GM News & Views

Annual Revalidation for PPLs?

The CAA has tabled a proposal to reduce the validation period for private pilots' licenses from 24 months to 12 months. This is ostensibly to reduce the accident rate. Although there are no statistics or any other data that shows that this shorter period will reduce the number of accidents CAA is pushing ahead with placing the proposal on the agenda for the next CARCom meeting which is scheduled to take place on 27 July 2016.

It is expected that a similar proposal will soon be made affecting non-instrument rated commercial pilots.

The Aeroclub intends to oppose the proposal with as much vigour that it can muster. In this respect, AeCSA calls upon all of its members to send written objections with reasons to office@aeroclub.org.za as soon as possible.

The main argument that the CAA is using for this proposal is that airline pilots undergo revalidation testing every six months, and they have a virtually accident free record.

In AeCSA's opinion this argument is fatally flawed:

- There are always at least two pilots flying airliners;
- The airfields used are much better equipped than most general aviation (GA) airfields;
- Airliners are better equipped than most GA aircraft;
- Airliners have multiple engines;
- Airliner pilots are not tempted to take chances with all sorts of dangerous practices which, very regrettably, some GA pilots undertake, often with tragic results.

I have spoken to several very experienced flying instructors, who test many private pilots each year, and they all agree that it is not lack of flying skills or knowledge of the rules that brings these pilots to grief, it is their attitude towards airmanship, impatience, peer pressure and showing off that causes accidents. These instructors say that when the pilots present themselves for a validation check they fly and provide perfectly acceptable answers to questions.

This is why we are running the Know Your Spots safety campaign. Please find it on our website and learn from it.

Square Kilometre Array

The Department of Science and Technology (DST) has reopened the window for discussions on the SKA. From an aviation

point of view, the most serious concern is regarding the proposed complete ban on the use of radio frequencies in the band from 100MHz to 25.5GHz over large parts of the Karoo up to a height of 18500 metres (57000 ft).

This covers the aviation spectrum and is completely unacceptable to all aviation bodies in South Africa, from the airlines and air-force to commercial aviation and, of course, the Aeroclub.

Eric Torr, chairman of SAGPA, attended meetings in Carnarvon, Van Wyksvlei and the Kareeberg Boere Vereeniging. The DoT informed the meetings that moving aircraft, on the ground and in the air, would be given dispensation to use air-band equipment, but that no stationary aircraft or ground stations would be permitted.

This is clearly not acceptable, and I ask AeCSA members to write to me at office@aeroclub.co.za raising your objections so that I can go to the next CARCom meeting with a lot of ammunition.

The Department of Transport, CAA, CAASA, air-force, ATNS, and many other organisations are also fighting the issue, and we will have a combined meeting with the DST on Monday 13th June.

Safety Campaign

Under the energetic guidance of Kev Storie,



AERO CLUB AGM - 8 JUNE 2016

the 2016 Safety Campaign has been produced and launched. The first roadshows were held earlier this month in Cape Town, Stellenbosch and George and were very well attended and we have received very positive feedback from people who attended.

Further meetings were held in Margate, Pietermaritzburg and Virginia on the 7th, 8th and 9th of June respectively. No report on how these meetings were received has been received yet.

Flying in the Berg

For many years the Magalies Gliding Club has arranged an annual 'wave camp' in the Drakensberg at the end of July, beginning of August to take

advantage of the wave conditions which occur at that time of the year. Recently the Natal Parks Board (NPB) declared a ban on flying in the Berg Park and Wilderness areas as they are very concerned regarding the decline in Cape and Bearded vulture populations. After a very productive meeting between the NPB, Aeroclub and glider pilots from MGC and Pietermaritzburg it has been agreed that the camps may continue provided certain routes for towing the gliders onto the Berg are adhered to.

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Date: 26 May 2016
Photo by Karl Jensen



www.facebook.misasa.org

Join us on Facebook

If you have a need to be social then we are a friendly bunch of like minded people that love to participate in conversations on aviation topics.

Privacy

If you believe in Facebook group privacy, please think again. You cannot hold a private conversation on a public forum.

Group Chat

Joining us on Facebook opens a channel to our group. We welcome your views provided they are factual and friendly.



Constitution of the Microlight and Light Sport Aeroplane Association of South Africa

An Aviation Recreation Organisation

Definitions:

“AeCSA” means the Aero Club of South Africa, being a non-profit company with limited liability with registration number 1936/07537/08;

“ARO” means an aviation recreation organisation in terms of Part 149 of the Civil Aviation Regulations;

“CAA” means the Civil Aviation

Authority of South Africa, a Schedule 3A public entity in terms of the Public Finance Management Act 1 of 1999;

“Civil Aviation Regulations” means the Civil Aviation Regulations, 2011 pursuant to the Civil Aviation Act 13 of 2009;

“Constitution” means this Constitution;

“FAI” means the Fédération Aéronautique Internationale which is the world governing body for air sports and aeronautics;

“Manual of Procedures” means

a manual of procedures of an ARO in terms of Part 149 of the Civil Aviation Regulations as read with the South African Civil Aviation Technical Standards, SA-CATS 149 and more specifically that of AECSA;

“Member Association” means a sub-section of the Aero Club of South Africa;

“MISASA” means the Microlight and Light Sport Aeroplane Association of South Africa, an ARO in terms of Part 149 of the Civil Aviation Regulations;

“NTC” means non-type certified

“RAASA” means the

Recreation Aviation Administration of South Africa;

“Weather Service” means the South African Weather Service (SAWS) which is the meteorological service under the South African government’s Department of Environmental Affairs and Tourism.

1. Name:

The name of the Association is “The Microlight and Light Sport Aeroplane Association of South Africa”.

2. Registered office:

The registered office of MISASA will be the registered office of the AeCSA.

3. Vision

Our vision is of a world in which we capture the emotion and soul of the early days of flight and in which together we work to give voice to enhance sophistication in safe recreational aviation whilst advocating the collective interests of our membership.

4. Objectives

a. To maintain this association of pilots under the auspices of the FAI and the AeCSA to be an ARO, in terms of Part 149 of the Civil Aviation Regulations, representing pilots of weight shift microlights, three axis microlights and light sport aircraft whilst operating as a Member Association of AeCSA that abides by the Memorandum of Association and Articles of Association of the AeCSA.

b. To encourage and promote microlight and light sport aviation in South Africa by, inter alia, organising flying events, competitions and by participating in the running of the Aero Club, so as to ensure that they maintain interfaces with stakeholder structures

such as the CAA, RAASA, Weather Services, Dept of Sport & Recreation, FAI via CIMA, Air Traffic Services etc and that they liaise and co-operate with Government, Provincial and Municipal Departments and other bodies in the furtherance of our objectives.

c. To suggest, advise upon and oversee the aviation related activities of members and to apply disciplinary procedures where required as per the AeCSA Manual of Procedures.

d. To advise the Director of Civil Aviation and/or any other relevant authority such as the body designated in terms of the Civil Aviation Act on matters relating to its oversight as contemplated in paragraph 4(c) above and/or on matters that may have a direct or indirect impact upon the safe operation of aircraft by members.

e. To carry out from time to time such other activities as may be agreed with the Director of the Civil Aviation Authority or relevant regulatory authority designated in terms of the

Civil Aviation Act.

f. To advance and protect the interests of all members of MISASA.

g. To create competitive opportunities and to regulate competitions at local, national and international levels.

h. To communicate relevant information to all members of MISASA.

i. To encourage: air mindedness, safety in aviation, aviation excellence, responsible and accountable airspace governance by the designated regulatory and legislative authorities, measurable service delivery and accountability, so as to give a collective voice to the interests and rights of pilots and enthusiasts alike, and to acknowledge and recognise aviation excellence or through the granting of appropriate awards and designations by holding, inter alia, lectures and exhibitions.

j. To offer advice to the members of MISASA.

k. To regulate and administer the awarding of provincial and national colours and to make recommendations to AeCSA in

respect of international and national colours and awards.

l. To promote fair and objective and antidiscriminatory measures and standards towards MISASA members.

m. To secure membership regalia from time to time which may include items such as caps, flight suit badges, vehicle badges, renewal date stickers and or sundry aircraft stickers/cautionary notices.

n. To promote clarity and transparency in the organisation.

o. To maintain membership and external communication channels via print and electronic media enablers as may be approved by the Executive Committee from time to time including and, when it is practical and deemed necessary, by extending an invitation to members to attend Executive Committee meetings.

5. Finances

a. The income and property of MISASA, however so derived, shall be applied solely towards the promotion of



the objectives of MISASA as set forth in this Constitution. No funds shall be paid

or transferred directly or indirectly, including by way of dividend or otherwise howsoever derived, to any member of MISASA, except the payment to any officer or servant of MISASA or to any member of MISASA in return for any services actually rendered to MISASA.

b. To invest and apply any moneys not immediately required for the purpose of administering MISASA in such a manner as the Executive Committee may from time to time think fit.

c. To employ and remunerate clerical staff and any such other staff or consultant or service as may be required from time to time.

d. To establish and maintain, in any part of South Africa, MISASA amenities and premises.

e. To generally provide as best as possible all facilities which are deemed necessary for the assembly and entertainment of MISASA members and guests, and which are

necessary and desirable for the holding of functions that target and promote aviation awareness.

f. To fund co-operation, association or affiliation with any other similar body engaged in fulfilling the objectives of MISASA as may be considered desirable from time to time.

g. To do all such things as are incidental or conducive to the attainment of any of the above objectives.

h. The Executive Committee shall be notified of all expenses paid out during the year and must be approved by at least two members of the Executive Committee.

i. The Executive Committee shall receive and deliberate the latest income and expenditure accounts presented by the Treasurer at each physical committee meeting. The Executive Committee shall be entitled to inspect such payments registers at each physical committee meeting and the Chairman shall sign these registers to signify that the Executive Committee has been

appraised by the Treasurer of the income and expenditure incurred and or received for the period under review and that he/she has audited the recorded income and expenditure.

j. The Executive Committee shall approve a set of Annual Financial Statements consisting of a Balance Sheet and an Income and Expenditure Account together with an Assets Register for the previous financial year for submission to the AGM for ratification.

k. It shall not be necessary for MISASA to have the annual financial statements audited.

l. The annual financial statements will be adopted, at the Annual General Meeting, as a true reflection of the current year's financial transactions. Any member shall have the right to enquire about anything recorded in the statements at the Annual General Meeting.

m. After approval of the annual financial statements at the Annual General Meeting, the annual financial statements shall be included

in the minutes of the meeting and will be recorded in the official minute book of the association.

n. The Executive Committee shall consider the budgets of each Executive Committee member for the year ahead at the first meeting after the AGM and shall approve so much of a proposed budget as it shall deem fit.

6. Legal Capacity

MISASA is a juristic entity established in terms of Part 149 of the Civil Aviation Regulations and is a Member Association of the AeCSA, which is a non-profit juristic entity which is capable of suing, or being sued, in its own name and which acts through its board of directors, who grant, where necessary, the relevant authority and approval by resolution.

7. Liability of members

The liability of members shall be limited to the amount of the relevant unpaid membership fee due by such member of MISASA. No member shall be personally

liable for any debts or legal liability of the Association.

8. Membership

a. Members are individuals who have been admitted to the association as prescribed below and who have paid the annual MISASA subscription fee.

b. All applications for new membership and for the renewal of membership to MISASA shall be in writing, electronic or otherwise, on the prescribed application form and the applicant shall be required to accept the terms and conditions of membership including adherence to the requirements of MISASA's Constitution and Manual of Procedures.

c. Membership commences, after confirmation of receipt of the annual subscription fee, and not from the time that the application for membership is accepted by MISASA.

d. No applicant shall be given membership unless they comply to the terms and conditions of this Constitution and the Manual of Procedures for MISASA.

e. As a member of MISASA, they shall be entitled to all the rights and privileges of such membership.

f. The Executive Committee may refuse any application for membership without assigning any reason, and any fees paid would then be refundable.

9. Termination of membership

a. Membership shall be terminated automatically under the following conditions:

- i. Upon receipt of a written cancellation;
- ii. Non-payment of annual subscription fees after due date;
- iii. When the member is expelled from MISASA by the Executive Committee in terms of the association's Manual of Procedures; and
- iv. On the death of the member.

b. In the event of cessation of membership, all subscriptions paid shall be forfeited to MISASA.

c. Notwithstanding the provisions above it should be noted that the legal

operation of a NTC microlight or light sport aeroplane is dependent upon fully paid up membership of MISASA and AeCSA in terms of the SA-CAR Part 94

10. Rights and privileges of Members

a. Every member shall be entitled to all the rights of a member of MISASA and will be subject to the provisions of this Constitution and the Manual of Procedure of MISASA to which it is attached.

b. The Executive Committee, or any other approved disciplinary structure created for this purpose, shall have the power and duty to enquire into any allegation against a member regarding misconduct or any act of omission which, in the opinion of the Executive Committee, is prejudicial to the interests of MISASA or any of the objectives for which MISASA exists. For the purpose of so enquiring, the Executive Committee, or any other disciplinary board, may call before it any member against whom the allegations are made. If, upon so enquiring,

the Executive Committee finds such allegation of misconduct to have been proved, it may caution, suspend or expel such member from MISASA, or require the member's resignation. A member expelled under this rule shall forfeit all rights in any claim upon the Association and its property, and shall not be entitled to reclaim any unexpired portion of any subscription fee.

The Executive Committee shall have the right to suspend any member pending an investigation by the Executive Committee of any allegations of any such misconduct.

c. In the conduct of such duties required by the provisions of this paragraph, the Executive Committee, or any other disciplinary board created for this purpose, shall be entitled to appoint a sub-committee to perform such duties envisaged above and to advise the Executive Committee, or any other disciplinary board created for this purpose, of their findings.



The Executive Committee shall then take the final decision on the matter.

d. All members will have the privilege of group representation by Aero Club and MISASA on all forums, legal entities and other, where MISASA has representation.

11. Relationship to the Aero Club of South Africa

MISASA shall abide by the Constitution and Manual of Procedures of the Aero Club.

12. Executive Committee

a. The Executive Committee shall consist of not less than 5 (five) and not more than 15 (fifteen) members.

b. The Executive Committee shall, include the positions of Chairman, Treasurer, Training, Technical and Safety. Other posts which may be included on the Executive Committee include External Public Relations, Internal Communications, Development and Publications. Any portfolio position on the Executive Committee may, at the discretion of the Executive Committee, be shared by one

or more persons.

c. The MISASA Executive Committee shall be elected at the Annual General Meeting. The Executive Committee members shall hold office until the following Annual General Meeting. Members of the Executive Committee shall be MISASA members in good standing.

d. A nomination for membership of the Executive Committee that is not present at the Annual General Meeting shall be submitted in writing or by email to the secretary of MISASA prior to the commencement of the Annual General Meeting. Nominations must be signed by two MISASA members, who are to be in good standing. Electronically copied versions of signed documentation shall be acceptable for this purpose (see 18 below). Nominations at the Annual General Meeting will only be accepted if agreed to by the nominee.

e. Each member of the outgoing Executive Committee shall automatically be available for re-election unless they have previously

notified the Executive Committee, in writing or in person at or before the Annual General Meeting, that they will not be available for re-election.

f. Should there be more than one member nominated for any position on the Executive Committee, a vote will take place, by show of hands at the Annual General Meeting unless there is an objection to this method, to determine the person for the position.

g. Only MISASA members in good standing may vote in person in any election for changes to the constitution or for the election of office bearers.

h. The Executive Committee has the power to co-opt members in good standing to fill positions that might not have been voted for at the Annual General Meeting.

i. MISASA members voted onto the Executive Committee without a specific portfolio will assist Executive Committee members with their portfolios.

j. The Executive Committee shall, at its first meeting, elect

from amongst the members of the Executive Committee a Chairman.

k. Should any position on the Executive Committee become vacant during the year, the Executive Committee has the power to appoint a person to fill the vacancy.

l. A quorum of the Executive Committee shall be a minimum of four members.

m. Members of the Executive Committee who have a commercial interest in any decision made by the Executive Committee shall declare their interest and not vote on such a decision.

n. Meetings of the Executive Committee shall be held at least four times per year. At least one of these meetings should be around the table meeting where important decisions are made. Skype meetings can be used to make up the remaining Executive Committee meetings and any other meeting required where decisions are made. Each member of the Executive Committee is required to attend at least two meetings and not miss more than

two meetings consecutively without an apology. Failure to comply with this shall result in relinquishment of the post.

o. Executive Committee decisions and discussions can be hosted on an electronic media group approved by the Executive Committee, which shall be a closed group for the sole purpose of communications between Executive Committee members.

p. A copy of the Minutes of all Executive Committee meetings, signed by the Chairman, are to be held by the Chairman in an official minute book which shall be handed to any succeeding Chairman.

q. The minutes of any MISASA Executive Committee meeting may, at the discretion of the Executive Committee, be published on the MISASA website.

r. Persons elected to the Executive Committee shall be entitled to use the designation of Director of the portfolio in question.

13. Powers and Authority of the Executive Committee

The Executive Committee:

a. Shall have the authority and power to carry out any acts to further the objectives of MISASA.

b. Shall manage and deal with all the business and related matters of MISASA.

c. May acquire, hire or dispose of property, borrow money on the security of the assets of the Association and accept and administer any donation.

d. Shall determine the subscriptions to be paid by the members.

e. Each portfolio Director may appoint one or more members to serve as Deputy Directors and the Chairman may appoint an elected Executive Committee member as a Vice Chairman. These appointees will serve for the remainder of the Director's/Chairman's term in office or until such time as the appointment is terminated by the Director/Chairman.

f. All deputy Executive Committee members may attend committee meetings, at the expense of MISASA, at the discretion of the Chairman.

14. Annual General Meeting

a. An Annual General Meeting shall be held annually within three months prior to the AeCSA Annual General Meeting to:

- i. Approve the minutes of the previous Annual General Meeting.
- ii. Receive the reports of the Executive Committee and sub-committees.
- iii. Review and adopt financial reports for the past year.
- iv. Elect office bearers for the coming year.
- v. Deal with any general matters arising of relevance to MISASA members.

b. Notice of the AGM will be made to all paid up members in one or more of the following ways at least one month prior to the meeting date:

- i. Published on the MISASA official website; www.misasa.co.za / www.misasa.org.
- ii. Electronic bulletin boards e.g. Avcom and Microlighters forum.
- iii. Bulk emails to members.

iv. Bulk messaging to members.

c. An agenda for the meeting shall be published on the MISASA website prior to the commencement of the Annual General Meeting and be made available at the Annual General Meeting.

d. A quorum at the Annual General Meeting shall be a minimum of four members in good standing.

e. A copy of the Minutes of an AGM, signed by the Chairman, is to be held by the Chairman in an official minute book which shall be handed to any succeeding Chairman.

f. The official minute book of MISASA shall be available to any paid up member of the association at an Annual General Meeting.

15. Special General Meeting

a. The Executive Committee may call a Special General Meeting of MISASA at any time, provided such proposal is supported by two thirds of the Executive Committee and by giving one month's notice using the methods in 14(b) to paid up members.



b. On receiving a vote signed by twenty per centum (20%) of the MISASA members, the Executive Committee shall call for a Special General Meeting as in (a) above, to take place within two months of the petition having been delivered to the Executive Committee.

c. A quorum at any Special General Meeting shall be a minimum of four members.

d. A copy of the Minutes of the Special General Meeting that has been signed by the Chairman is to be held by the Chairman in an official minute book which shall be handed to any succeeding Chairman.

16. Amendments to the Constitution

a. Notice of any amendment of the Constitution at an Annual General Meeting or Special General Meeting will be notified to members using at least one of the methods stated in 14(b) above and such notice shall be given at least one month prior to the meeting date.

b. This Constitution may only be amended at an Annual General Meeting or Special

General Meeting by a vote of two thirds of the members present.

17. Dissolution

a. The liability of members is limited to the extent of their membership fees.

b. No member of MISASA shall be responsible to contribute to the assets in the event of MISASA being wound up, during the time of being a member.

c. If, upon the winding up or dissolution of MISASA, there remains, after satisfaction of all its debts and liabilities, any property whatsoever, same shall not be distributed amongst the current members of MISASA, but shall be transferred to some other association of pilots having similar objectives, and if there should be no such association, the Aero Club.

18. Notification, Electronic Signatures and Voting at Meetings Other Than Meetings Physically Attended

Nothing in this constitution shall be construed so as to require original signatures

in respect of electronic notifications except that such signatures shall be sufficiently evidenced by way of a digital representation (scan, photo, fax or other) on an email or attachment thereto, by way of an example, a signed and faxed or e-mailed copy of an appointment or proxy nomination shall be accepted.

b. At technologically enabled meetings where presence is enabled by computer, telephone or other device the proceedings shall be conducted as if the meeting was held at a physical venue. Voting shall be by Instant Message, Poll or by such other means as the nominated technology enabler permits. Voting shall stand open until the Chairman has declared the period for voting to have closed.

THE DEADLINE FOR 2017 YEARBOOK CONTENT IS 5 JUNE 2017

eMail

editor@misasa.org

WhatsApp Images & Captions to 071 50 71 400



The Microlight and Light Sport Aeroplane Association of South Africa

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Editor Unplugged

Cover Painting: Success Stories in South African Aircraft Manufacture

I asked Charles Gibbons to paint me the oil painting that is depicted on the cover. My choice of aircraft is derived from a selection of aircraft that I have a personal knowledge of. There are more, such as the Raptor, built by Manfred Springer that has Jenya Zozulya's topless wing on it. The Foxbat and the Savage taildragger that Donald Hicks imported are others that drift into my thoughts from time to time. In this story I will share with you some of my thoughts on these aircraft that I selected to be featured.

Firstly, Charles Gibbons is one of South Africa's best artists. I believe that his ability to teach those that have never held a brush in their hands before to paint awesome paintings in 10 days as well as that accomplished artists on a regular basis seek his assistance to complete difficult commissions sets him apart as an art guru. I have featured more of his aviation art in another story.

Donald Hicks is a man who wears his love for aviation on his sleeve. His plane is called "Valentine" and he has no reservation about sharing his love for her in front of his wife, my sister, Wendy. Wendy has less

of a forgiving attitude about her husband's mistress for she remembers all too well the occasions when she would have preferred to have stayed at home. Donald, on the other hand agrees with what Marilyn Monroe had to say about herself!

"I'm selfish, impatient and a little insecure. I make mistakes, I am out of control and at times hard to handle. But if you can't handle me at my worst, then you sure as hell don't deserve me at my best."

So, why did I single out these four manufacturers?

The Bushcat

I recall sitting on a bench outside the Rainbow factory in Springs with Brian Young at the 100th Cheetah celebration. I put a Cheetah on the cover of the Easter 2009 edition of Microflight Africa. Currently, the 200 mark is within reach with numbers being boosted by USA, Polish, Israeli, New Zealand, Namibian and other sales where the aircraft is developing a loyal following as a result of good media reviews. Back in 2009 who would have guessed what was to be?

The Cheetah followed the range of trikes, designed by Mike Blyth that is produced by Rainbow Aircraft. The Cheetah was designed by Vladimir Chechin but with a change of

company name from Rainbow Aircraft to Skyreach the plane too was renamed the BushCat. With these changes came design changes.

The MTOW (Max take-off weight in kgs) has gone from 560 to 600. The 600kg testing was done for the USA market but the same aircraft in SA will be rated at the lower MTOW. In SA, let's call the extra 40kg a comfort margin. Depending on extras a bushcat can have an empty weight of up to about 305kgs but I have used an average EW of 272kgs. Given a full tank of 100 litres that will weigh some 75kgs and with an empty weight of 272 kgs it means that, with a full tank, the aircraft has a useful load of 253 kgs [600kgs - 347kgs = 253kgs | (Empty Weight 272kgs + 75kgs for fuel = 347kgs)]. Microlight pilots come in all shapes and sizes. If you are a "bumblebee", then you need to be careful about with whom you fly. The extra 40 kgs make a huge difference for with half a tank the useful load goes up to just over 290 kgs. On a half a tank, two "bumblebees" can fly together for about 2.5 hours, leaving a safety margin of a half an hour (ie 50 litres burned at 17 Lt per hour gives you some 3 hours in the air).

Two things have worked in their favour.

Firstly, the exchange rate and secondly the increase in the MTOW. What to many

South Africans is a great aircraft is just "bo my vuurmaak plek, boet." This said, in the USA it costs about \$65,000. This is about R1 million but ex Springs in Rand they range in the mid R700,000s depending upon options.

The average microlighter's fingers are not long enough to find that kind of ready cash in their pockets. The "long fingers" formula to finding spare cash in your pocket is a matter that Alex Rudd (Our Head of Safety) coined and which he teaches to his students at Rhino Park Flight School. Our Chairman, John Boucher has Cheetah Number 1 and Alex Rudd, has Cheetah Number 2. Our Treasurer, Brett Hickman has longer fingers than them and so his is a recent version of the Cheetah. Our Internal PRO, Bryon Lutzke was born with long fingers, and you guessed, he has a BushCat. What this means is that when you realise it's value, you will find a way! Read on and I will help you to explore the value.

It has the Rotax 912S 100hp motor in this pricing option. The cost drops for the 582 or 80hp 912 Rotax motors. The electronic fuel-injected Rotax 912iS is a recent development by Rotax, and a further option to consider may be the 135 hp Rotax 915 iS which was announced in July 2015. Further savings are possible for DIY enthusiasts who build it from a kit.

The single joystick is positioned in front of the central armrest. This positioning helps the pilot and pax to get in and out without having to worry about the joystick.

The original Cheetah design (a high-wing tube and fabric two-seater) was continuously improved and in 2014 the Cheetah XLS was withdrawn in favour of the BushCat. Probably the biggest change has been the introduction of a new aluminium landing gear that is more forgiving on rough field landings. The undercarriage is now sprung versus the old braced arrangement. The stall speed of 60 kph can be appreciated when benchmarked against the Aquilla Trike with a stall speed of 65 kph. The cruise speed of 135 kph (Vmax of 177 kph) puts it at the slower end of LSA aircraft.

The doors are removable and for foreign use floats are an option. A taildragger version too is available. The +6, -4 G rating tells the story of a tried and tested design that has favour in South Africa and which is making inroads into foreign markets and the market for anti-poaching aircraft.

Do I suggest that you buy a BushCat? The secret to this matter lies in your treasure hunting ability. If you can find the value that is there in abundance, then you need to find the cash! What I recommend is that you

do the aircraft finance module presented by Alex Rudd. If you do this, two things will happen. Your fingers will grow, and you will find the funding to own and enjoy a BushCat!

The Bathawk

The Bathawk started life as the Bantam BJ22 in about 2003. My first close encounter was at the Ladysmith airfield in 2006. Tyron Grobber took me for my first flip in a Bantam. Certainly there was much of me that could not be shoehorned into the Bantam. At that time, I quipped that the Bantam was not for big chickens and for the plus sizes they would have to wait for the Bantam to give way to a Rooster! Many a true word is spoken in jest and in this respect it all became true in the form of the Bathawk.

Andrew Pappas took over the manufacturing rights to the Bantam, and he has evolved it into the Bathawk. The pedigree has however not been lost as it has been enhanced by taking it from a CCM Microlight to an LSA. We have covered the Bathawk and its journey to world markets in other stories in this yearbook so I'll be brief.

With a tank capacity of 56 Litres, it has a max useful load of 238 kgs. [The empty weight is 260 kgs and with a full tank this goes to 302 kgs leaving a useful load of 238 kgs when MTOW of 540 kgs is reached.]



The stall speed of 60 kph, a cruise speed of 124 kph and Vmax of 148 kph make it an ideal aircraft for game spotting and for other low and slow applications like crop spraying.

The cover painting places the aircraft over the Victoria Falls where Batoka Sky use Bathawks for leisure flips.

The Aquilla

I suspect that as a microlighter the uninformed will assume that you fly an Aquilla no matter what you fly. The market sees microlights as being synonymous with the Aquilla in the same way that vacuum cleaners are aka Hoovers!

With a 582 the Aquilla has an Empty Weight of 195 kgs and with a full 50 litres on board (50x,75= 37,5 kgs) the useful load is some 217 kgs (195 kgs + 37,5 kgs = 232,5 kgs. The MTOW is 450 kgs, so the useful load is some 217 kgs. With a 912 the empty weight drops to 222 kgs and with fuel of 37,5 kgs, the useful load drops to about 190 kgs. Once again this is the official story, but my experience is as follows:

- Some years back a student pilot qualified on a Windlass trike, and he enquired whether or not he could expect to fly safely with a 503 Rotax on a Windlass trike with his wife. This was, in the eyes of Andy Kasperson, easy to establish. Andy asked

Jenya Zozulya and me to fly his old Aquilla Windlass trike with a 503 motor on it. The 503 had about 1,500 hours on the clock and the windlass trike too was ancient. I was a hesitant but before long we found ourselves at the beginning of the runway on the 503 Windlass. I gave it full throttle and kept the trike on the ground for as long as possible and then I gently nudged it into the sky on a very slow climb rate. Jenya, sitting behind me gave me the reassuring patter that all would be well for, at worst, we would just stay on the ground. I agree that we did not climb like homesick angels but climb we did and after a few circuits, we landed to join the banter about the windlass being an awesome trike that opened the skies to so many microlighters.

I trained at the Ballito Microlight School on an Aquilla. I used to fly from Johannesburg on an SAA plane to Durban for a weekend of instruction and trike flying. Landing took some time for me to grasp but otherwise there were few issues that I did not grasp in a flash. I flew Dave Jackson's Aquilla to the Wildcoast and Paul Lintott's Aquilla back from the Wildcoast to Durban on my first out of circuit flight. As a student to fly the sardine run was an adventure that will endure. Like most of us, I have plenty tales and cherished moments to share that relate to flying an Aquilla.

Rumour has it that a few friendly take over negotiations were mooted but, to the best of my knowledge, no such negotiations were seriously entertained. I wish them well for the future for it is an aircraft that underpins the birth of MISASA.

Sling ZU- TAF (aka The Airplane factory)

If you seek a detailed technical review of the Sling, then this is not the story that you seek. Read on and I will give you the outcome of the concept that Mike envisioned and which his carefully chosen team made a reality.

Those of you that have been members for some time will know that I used to produce this magazine with Mike Blyth. It was a quarterly edition at that time and so on a regular basis, I would meet with Mike in his office at Aviation Engines in Bedfordview. It was on the second floor above the sales counter and more often than not the second desk in the office, from the beginning of 2006, was occupied by Mike's son and others who were assisting with CAD drawings of an aircraft that was to become the Sling. I can attest to the fact that the Sling is the product of years of experience gained by a world champion microlighter who as the Rotax Agent for Southern Africa knew how to bring it all together. He was an accomplished trike designer having designed and flown the

Aerotrike around much of the world and as a world champion competition pilot had the insight to know what was needed to surprise and delight world markets.

It was not long before that "second desk" was occupied by James Pitman and the "crazy twins" started to make it all happen. They worked themselves to the bone, the one feeding the other to push the boundaries of possibility till they became putty in their hands. The product of their efforts soon took shape in an annexe to the Aviation Engines Factory in the form of what I'll call the Silver Sling in 2008. It was the first prototype No. 001. No. 002 that was to be ZU-TAF was named the Sling. It was built in the same hangar as No. 001, but it was assembled by a small team in Robert Gassmann's hangar at Springs in 2009. Vincent did all the mechanical work; Jay Hyde did the wiring, and Jean d' Assonville did the composite work including the canopy.

What excitement there was on the day that they left. Robert Gassman was checking for missing rivets. Jay Hyde was on his back riveting and before long they were gone. Jay and Jean flew alongside them to the Pilansberg where emergency attention was done. They had to move all 3 GPS receiver and the GPS tracker antenna which were taped in position for the transatlantic flight.

They returned safely in 40 days.

Jay Hyde remarked to James Pitman that as pilots they should never have flown but that as adventurers it was imperative that the trip is done.

Certainly, the marketing was brilliant, and the phrase about them being adventurers became their mantra that took the world by storm!

"Jay Hyde remarked to James Pitman that as pilots they should never have flown but that as adventurers it was imperative that the trip is done."
What we get from the adventure of flight is the joy. Pilots do not live to have day jobs to make money. We make money for the joy of flight, for we all know, that money is what makes aircraft fly!

I predict that this will be a story that begs a rewrite on an annual basis. For now, the specs are:
- An empty weight of 380 Kgs plus 70 Litres of fuel makes it about 432 kgs with a full tank. This leaves 167 kgs for the pilot and passenger. This is the official story. However, the same plane is available at the same specification in the Max Take-off Weight category of 700 kgs. So, let us say that when flying at MTOW of 600 kgs you can take comfort in the fact that you are nowhere near the limit.
- The Sling has a Max Speed of 250 kph, a cruise speed of 200 kph and a stall speed of 70 kph with a Rotax 912 ULS 100hp motor. It is available as a 2 and as a 4 seater in either 3 Axis or Tail Dragger configuration. Kits too can be ordered.

So, in a nutshell, what is it that you need to know. It is this, forget the detail, it is a world-class aircraft that just works!



Training & Licensing Nico Willemse & Marius Nel

Training & Licensing

The objective of the MISASA training portfolio is to improve the quality of training that the NPL instructor gives to students. Quality instruction will improve safety and awareness in aviation.

At an instructors seminar that was hosted by RAASA, all the instructors who attended got a brief course on how to train students - (It followed the general principles of train the trainer courses). RAASA issued a FAA approved manual to all the instructors to help them with training. This would help instructors to be more professional, and deal with how to overcome training obstacles. I can report that there is a strong push towards improving flight training and safety.

Exams

The new exam questions are up and running. There is now only one set of questions that every student should answer. There is one extra set of questions for license-type ratings.

The traditional theory subjects remain which cover:

- (1) Principles of Flight
- (2) Air Law

- (3) Aviation Meteorology
- (4) Aircraft Engines, Airframes and Instruments
- (5) General Navigation
- (6) Human Performance Limitations and Passenger care plus type rated subjects.

Pilots who want to do a type conversion only write the sections of the exam covering the type rating that they seek.

There is no standard set of SA manuals available however the FAA approved manuals are in general use by flight schools, which was a decision taken after discussions at RAASA, earlier in the year.

Weather related questions from the FAA manuals are not applicable, and we are currently using local training manuals such as the one from AVEX.

Radio Licence

RAASA hosted a training course where current and newly approved instructors were trained to train students for their radio licence.

Students will soon be able to write their radio exam online at RAASA, or at an approved exam centre. This will be possible as soon as the exam questions to be loaded on the system.

Licensing

RAASA should be a “one hour stop” if all your paperwork is in order. Where your circumstances involve a less than standard renewal then you could, like our Editor did at the end of 2015, endure a runaround between RAASA and the CAA.

Events

The Bushveld Fly-In and Breakfast, hosted by the Limpopo Flight School, in Potties (Mokopane), was once again a huge success! We had 100 aircraft that flew in for the breakfast, and we served 175 breakfasts on Saturday morning. A lot of NPL pilots stayed over for the Saturday night party. We had impala, lamb and pork spitbraais for all who were there. This is an event that has grown very fast.

Next year’s event will be hosted by the Limpopo Flight School and MISASA. Like all MISASA fly-in events, it is open to all forms of aviation.

Administration Thelma Roberts-Boucher

Goodbye, Fundi....Hello BlueBox
With the start of membership renewals for 2016, we welcomed the new system, BlueBox. I must personally say that the new system is much more user friendly although there were a few initial hiccups, but tell me what new system doesn’t?

As at June 2016, more than half of the historic members have renewed their membership. Of note, we have recorded 187 new members up to date. This figure could be accounted by members re-joining after an absence or joining the appropriate ARO. It is important to remember that memberships are valid for one year and is due on the 1st of January each respective year.

My sincere appreciation to all the friendly folk that I have been in contact with or assisted during the year. The positive feedback from members I have assisted is heart warming. Members are most welcome to contact me should they have any queries regarding their membership or problems that urgently need MISASA’s attention.

From a statistical perspective, the majority of our members (75%) are in the 40-59 age groups, and the bulk of our members (60%) live in the Gauteng and Mpumalanga regions. The dwindling numbers of members below the 40 year age group is a serious reason for concern.

Treasurer Brett Hickman

Our membership income for 2015 was R 426 780 and our total expenses were R 375 498. The main expense items are the membership magazine, travel costs for the committee

members to attend certain Aeroclub board meetings and the salary for our membership administrator.

Our 2015 financial statements were approved at the Special General Meeting held at Kroon on the 4th of June 2016.

Internal PRO Byron Lutzke

It has been a great privilege for me to join the MISASA committee this year. I am the Internal Public Relations Officer, a new position on the committee which allows me to market and get people aware of events happening around the country that they may not have been aware of.

The main communications media on events is through Facebook. If you are on Facebook and have not Joined the MISASA group, please do so. We currently have 921 members on the group who receive information regarding lesser known events, not published in Magazines and we also giving everyone a platform to share their views on anything Aviation.

At the time of writing after being on the committee for two months we have created and now market seven different events, Namely:

Battlefields Fly-in
Vryheid/Kobus Dicks Memorial Fly-in
EAA Mosselbay Fly-in
Kroon Airfield Breakfast and MISASA SGM
World Ultra Light Fly-in (WUFI)
MISASA bushveld Breakfast Fly-in
Western Cape Microlight Club Fun Nav Rally

I Look forward to moving this forward to try and get more members active on the Facebook page, increasing our presence at air events and growing the best activity in the world.....

About me

I am a young commercial pilot by trade currently flying King Airs for a corporate company, and I acquired a Bushcat to keep up my flying when I was unemployed. Being unemployed is an occupational hazard for young commercial pilots who are often stuck without work.

My BushCat has truly been wonderful. It has allowed me to build my hours cheaply and also to be able to meet all you amazing people.

I have created lifelong friendships with members of the Light Sport and Microlight community during many flying adventures including ferry flights of LSA aircraft. These flights enable me to meet more members and to discuss our levels of service.



External PRO: Advertising & Marketing

Freddy Niehaus

Freddy joined the Committee at the AGM. His commitment and drive is infectious and the rest of the Committee welcome him and hope that others will step up and join us in building the future that we desire for our forms of recreational aviation.

Let your voice be heard
You do not get to become a pilot without passion, commitment and at least one hard landing. This is all part of the process of learning and mastering a skill you initially thought you might never achieve. But then something remarkable happens – you realise that once you have successfully “mastered” this new skill and aspiration, with a pilots’ license to show for it, a whole new world of learning starts.

For most, if not all passionate pilots, one sometimes forgets the important task organisations in this industry take-on in safeguarding our passion for flight! Support from an organisation like MISASA offers invaluable benefits that mostly goes unnoticed. Over the years, MISASA, in cooperation with the other sub-committees of the AeroClub, has protected this passion with vigour. Thousands of man hours have gone into the planning and strategy over

the years from unselfish individuals with a passion for aviation and living the dream. This has not been without its challenges, but with dedicated individuals and an attitude of never giving up, many victories were achieved.

These victories would have no impact or meaning without a strong membership complement and engagement from both the organisation and its members. If your membership organisation were compared with an aeroplane, engagement would be the gasoline that propels it. For organisations like MISASA, member engagement fuels the core objectives designed around the safety and protection of the aviation dream. Despite its importance, member engagement is a fairly elusive concept. Part of the reason that member engagement is such a big challenge is that there isn’t a clear-cut process.

As one of the newly elected members of the MISASA committee, serving in a PRO capacity, my focus will be to determine what our members would like to see from MISASA and improve engagement on all levels. This will require a well-defined strategy with input and feedback from all our members. Over the next 10 months, we will focus on a strategy to improve this vital part to the success of the organisation as a whole and its value proposition to its members and the industry it serves. The goal is to bring MISASA and its members closer together and

leverage the strengths presented by a united front.

We request the participation from all our members in the upcoming online surveys and welcome all forms of other input during this time in a concerted effort to align MISASA with its membership needs.

I look forward to the challenges and victories ahead of us in the preservation of flight within South Africa with all my fellow aviators. Feel free to mail me at freddyniehaus@live.com with your thoughts and recommendations.

Fly safely,
Freddy Niehaus



My flying passion is actively supported by my son Dyllan & by my wife Michelle.



Mervyn Reynolds Competitions



Mervyn runs the Starters Masters Competition (last held on 13 to 15 May 2016 at Petit) and he advises clubs on setting up local competitions. The challenge for the year ahead is to be able to host events so that Provincial and National colours can be awarded.

Watch out for news on the MISASA News and on the website and Facebook page.

Louis Jordaan Development

This year Misasa’s T&D portfolio received funding. The Department of Sport and Recreation, through Aero Club of South Africa, granted MISASA an amount of R50,000 (fifty thousand rands) towards our Transformation and Development programme.

Proposals were invited from MISASA members and from the Committee as to how the funds should be best utilised. MISASA registered ATO’s were asked to submit candidates for consideration and some applications were received.

At this stage the Committee are in deliberation the with Aero Club on the selection of candidates. Look out for the full story in the e-news, website and Facebook page.

Members who wish to volunteer their time and resources to our Youth are encouraged to e-mail me on development@misasa.org

Alex Rudd Safety and Accidents

Alex devotes a half to a full day each week looking after the interests of members that have been involved in incidents and accidents.

There is a universal truth about accidents. It is not an assumption. It boils down to the fact that incidents and accidents involve paperwork, meetings, site inspections and analysis.

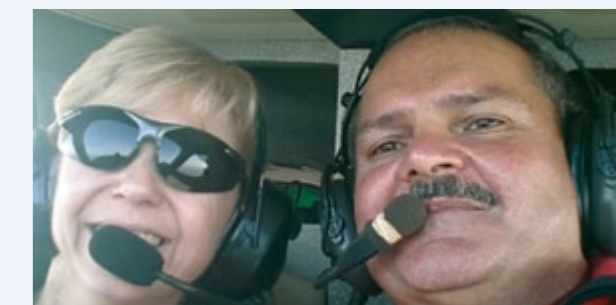
It is a time when we seek to learn the lessons that can be learnt. Alex, an ex MISASA Chairman agreed at our last AGM to accept the portfolio. Welcome back Alex.

Rowena Kraidy Technical

In latin, “Lex malla, lex nulla” means “A bad law is no law.” Oh dear, were this but true!

In aviation our bureaucrats have tended to have a rotational focus on a flavour of the month. This was enabled by a cross pollination of laws that are good and bad. There is a foundation to a democracy; politicians make laws and bureaucrats administer them. In aviation however clerks do both in the administration of both good and bad laws.

It is against this backdrop that Rowena is assisting in the drafting a new rule book for recreational aviation. Rowena’s last report was e-mailed to all members and it is posted on our website. Please post your concerns on our Facebook page. Rowena is devoted to helping you understand the legislative and regulatory framework that she and others are writing. Her e-mail address is rowena@lefssa.com Rowena is pictured below with her husband Deon.





- More than 400 magistrates and prosecutors were trained on the specifics of anti-poaching laws in 2015;
- The KNP is epicentre of the poaching crisis;
- The KNP cover 25 000 square km;
- 2015 saw 1500+ KNP poaching incursions;
- Countrywide 6,000 poachers are active;
- 1 047 border enforcement officials have received training in combating rhino poaching.

**IN SA 3 RHINOS ARE KILLED EVERY DAY.
YOU CAN HELP CATCH THE POACHERS. DONATE
FLIGHT TIME OR RAISE CASH TO HELP FIGHT IN THE
RHINO WARS ACROSS THE COUNTRY!**

Anti-poaching flights involve taking a ranger on a spotting mission. This involves flying low and slow over bush veld terrain which, on its own, introduces an element of danger. Add to this the possibility of needing to take evasive measures when under fire from the ground and you will understand that only experienced pilots should offer the much needed assistance.

Please contact a MISASA COMMITTEE member who will brief you on anti-poaching initiatives & the required pilot experience needed:

- Safety, Alex Rudd: 082 568 8635
- Training, Nico Willemsse: 082 8525961
- Vice Chairman, Donald Hicks: 083 626 3180
- Chairman, John Boucher: 082 553 1105

**READ MORE AT
www.rhinowars.misasa.org**

Microflight Africa

Editorial Policy

Microflight Africa is the MISASA yearbook. Flying African Skies is the MISASA DVD that is published from time to time dependent upon content submissions from members.

Any content submitted for publication becomes the non-exclusive IP of MISASA and the Editor. This means that it is ours & yours.

The Microflight Africa yearbook is a recreational aviation magazine providing information and views about, and of interest to, members. Our Aims include;

- Encouraging flight safety and discipline through the sharing of stories;
- Articulating our camaraderie and like mindedness to offer an insight to the pleasure of flight, that when shared, develops our sport through a deeper understanding of our passion;
- Giving public expression to MISASA's involvement in giving voice to our views on legislative and regulatory matters;
- Offering a constructive appraisal of the status of our quest for the "Freedom of Flight" within South Africa;
- Supporting the attainment of our vision of a world in which we capture the

- emotion and soul of the early days of flight and in which together we work to give voice to enhance sophistication in safe recreational aviation whilst advocating the collective interests of our membership.
- Providing a vehicle for information about the plans, programs and activities of our membership;
- Providing a forum for the expression of and exchange of opinion.
- Professional Ethics

In pursuing its aims, Microflight Africa is committed to the highest ethical and professional standards.

Its Editor and staff shall:

- Report and interpret news with scrupulous honesty, striving to present all relevant facts and not suppressing or distorting relevant available facts by wrong or improper emphasis;
- Place no unnecessary emphasis on gender, race, sexual preference, religious belief, marital status or physical or mental disability;
- Respect confidences received;
- Use fair and honest means to obtain news, pictures, films, tapes and documents;

- Identify themselves and the magazine before obtaining an interview for publication;
- Respect private grief and personal privacy; and
- Do their utmost to correct any published information found to be harmfully inaccurate.
- Allow no consideration, gift or advantage offered to influence any professional duties;
- To be a membership magazine that supports content submissions by members even when images submitted are of a low resolution or when stories are not offered in "the Queen's English!"
- To permit the character and personality of members to shine by way on restricting journalistic edits to a minimum.

Advertising Policy

The Advertising policy shall be determined by the Editor from time to time.

We Support You To Be Yourself

"Be who you are and say what you feel, because those who mind don't matter, and those who matter don't mind."
Bernard M. Baruch

MISASA'S STAND ON RHINO ANTI-POACHING

Participating in the rhino anti-poaching movement in South Africa is encouraged by MISASA. A first step for those that are not up to speed is to get to grips with the facts.

Here are some pointers:

- In 2015, 1 175 rhino were poached;
- In 2014, 1 215 rhino were poached;
- In 2015, 8 400 to 9 300 white rhino lived in the Kruger National Park and 826 were poached;

- Some 5 000, or one quarter of the global white rhino population, are in the hands of private and communal owners in South Africa;
- 317 poachers were arrested for rhino poaching related offences in 2015. Of these, 202 were arrested in the Kruger National Park (KNP) and 115 in the area adjacent to the park. In 2014, that number was 258;
- 125 firearms were seized inside the park in 2015, and 63 just outside the KNP a total of 188. It was 148 in 2014;





The MISASA DEALS DIRECTORY www.deals.misasa.org

Hooray! It is done. It will always be work in progress for deals by their very nature are dynamic. Find: Aircraft Suppliers, Classifieds, Accessories, Lifestyle, Travel, Gadgets etc

Navigate to www.deals.misasa.org and find the latest deals. The key to success is buying something you might otherwise have bought but which you now can buy more cheaply.

We have, together, a huge undisclosed asset; you! Together we are a very desirable group of people that suppliers spend large advertising budgets on to reach and proposition. We without charge offer the opportunity for them to offer you discount coupons. It is a win : win.

Open the webpage - and bookmark it. This will add a bookmark button to your phone homescreen. Then it's tap to open & dial!

You can help - negotiate deals and we will list them for all members to benefit from.



The MISASA publications portfolio that I chair is made up of volunteers who are accredited:

- Scribes (Story hunters and bloggers). Scribes get their own blog on a topic of their choice on the MISASA website. You do not have to be a blogger but say you are an engine enthusiast - there are lots of new turbo boosters, engines etc to write about. Perhaps you would prefer to maintain an aircraft category gallery eg www.gallery.misasa.org
- Photographers (We offer Official Press Credentials from RAASA for airshows etc). To qualify for Microflight Africa Press Credentials you have to have published a few stories in the mag. Accreditation will allow you into restricted areas at airshows.
- Dealmakers (Our negotiators help secure deals for our members which they add to the Deals Directory).

Our Scribes, Photographers and Dealmakers get embroidered badges.

www.deals.misasa.org

Last Saturday, I went to the Wonderboom Airshow. The organisation was excellent, the park and ride arrangement worked smoothly, and for about the price of your annual MISASA membership fees you got a great display programme of aircraft flybys. Personally, I go to airshows for the static, on the ground, displays. These afford one the opportunity to get personal with a plane. In my opinion, aerobatics, at airshows, however good, are far more enjoyable on the Red Bull channel on my TV. The reason being that our regulators now believe that ringside seats are too dangerous. Every day we live with danger; drive down the road and estimate the distance between you and a car passing in the opposite direction. Is there a difference?

Unfortunately, there were very few aircraft displays, and so I decided to negotiate some deals on consumables.

Firstly, a degreaser. Engines need to be cleaned. It is a messy job, and a little help is always appreciated. The MycroKleen product was on display, and I chatted to managers Adolf Menzes and Kyle Huller (pictured below: left to right). They have an online shop and will sort out delivery for you. Contact them and tell them you are from MISASA to qualify for a 10% discount. Does it work? I went off to a local taxi rank and found an engine that you should hope never to have to clean. It worked

- quickly and easily. I sprayed it on and washed the "sludge" off with squirts from a bottle of water. I then cleaned my gas braai - it was up to the challenge. Buy a spray bottle or a 25 Lt bottle and add your reviews to the 10% off deal at www.deals.misasa.org



Next, a waterless wash and wax/polish and leading edge "debugger!" The product tested is also featured on www.deals.misasa.org follow the links to chat to Marc Alperstein for a 10% discount. I got some samples in for the Kroon breakfast fly-in. As those that attended saw the event was dominated by trikes and the LSA pilots that I approached were not keen to let their breakfasts go cold while they cleaned their planes. As you know, polishing requires elbow grease and lots of it. As a new boy, we were required, by senior students, to polish the "Res" bathroom mirrors with car polish. It was an exercise that ensured that

you kept polishing until all the polish was removed. A tough job. So, I started with the mirrors in our bathroom - no problem. It was a case of wipe on and wipe off. Next, a BMW; again, spray and wipe off. I did the whole car. The result was effortless and produced an amazing shine. Finally, I tackled a "beatbox." An old car with faded paintwork. Ok - it was not a magic wand but it was effortless and the shine, again, was amazing. After two cars the can has more than half, it's contents left. I have distributed the cans and hope to secure reviews on the www.deals.misasa.org site.

I have not found a plane with bugs on the leading edge yet, but it effortlessly removes scuffs and bugs from the bodywork of 4x4's. At R200 a can less 10% it's a bargain. Get some!

Next, I tried my luck on a Sungazer plot of land in the Drakensberg. The plots sell at R540,000 each. For the first two happy buyers, you will get 50% off - that's an R270,000 saving. To find the value I asked for a story - see the Sungazer article. I suggest that you go visit Dirk and write a review for www.deals.misasa.org

Please contact me to become an accredited MISASA Dealmaker and together let's get the value chain jumpstated.



You may ask, "What is the vision and strategy and why will it succeed?"

The vision sees MISASA offering value to members by securing deals from suppliers that it markets to the membership.

The strategy is to encourage members to become MISASA Dealmakers who will execute a strategy to secure deals for identified products and services.

Given that the membership takes advantage of the deals that we secure the suppliers will benefit from the economies of scale from purchase volumes. Suppliers will also benefit from having access to the marketing channel www.deals.misasa.org

What deals should be sought to negotiate? Let's start with meeting Maslow's hierarchy of needs (they have been around since 1943, so I presume that you may have heard of them).

Level one; food, water, sleep and flying e.g. "hangar talk" evenings at restaurants, hotel deals, aircraft, etc.

Level two; safety, security, order and stability e.g. ballistic chutes, radios, helmets, tablets, avionics, gadgets, asset insurance, life assurance, etc.

Level three; love and belonging e.g. pilot branded accessories, monogrammed shirts,

jackets, caps, badges, etc.

Level four; self-esteem e.g. peer respect and recognition for your deeds and knowledge.

Level five; self-actualisation e.g. when you have it all. Hopefully, you will see the benefit of giving back by joining the committee and helping to achieve our vision.

Let's look at a nice to have and another big ticket item.

Automation. Hangar doors are, at best, a challenge. I would rank automated hangar doors as bordering on a sanity enabler. You do it for your home's garage doors, your gates at home, etc. so why not for your hangar. At the push of a button, you can set roller doors to open, close or half open. You can do the same for bi-fold doors. While doing this you can set the alarm or disarm it. Do I need to explain this? You know you can, with a smart system, get it to control the lighting and do almost everything else except drink the cup of coffee that's waiting upon your return. I had a timed coffee percolator in my hangar for years. It would have put a smile on Faith Popcorns face to see this "small indulgence" being appreciated by mates after a fly-about.

What's the deal - go to www.deals.misasa.org and see what the special is for hangar automation. As they say, spoil yourself, you're worth it. Yes, we have done a deal for you so

go see what it is. If you want a tip go to www.smart-touch.co.za they do an awesome job and who knows maybe you will take the deal to automate your home and office too.

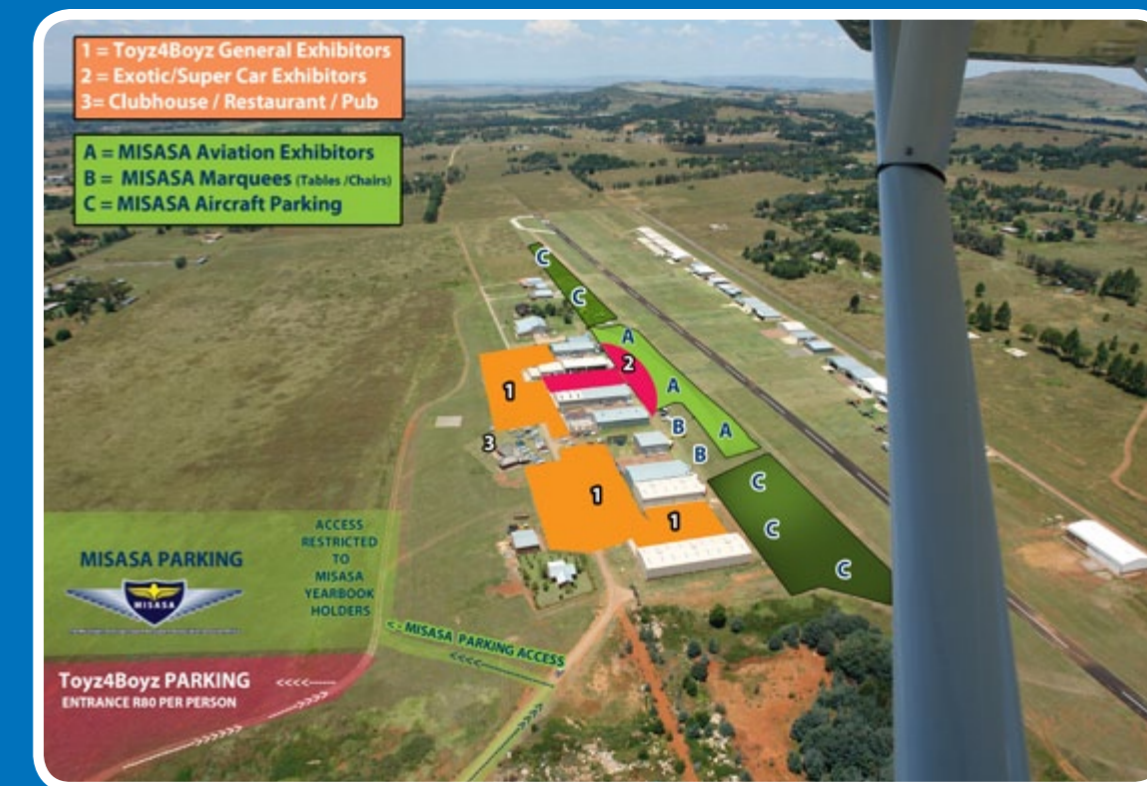
Ok, we have the doors open now. Which hangars that you have visited offer a memorable experience? For me, it is those with a clean and shining floor. I do not wish to guess how much time I have spent cleaning hangar floors. Firstly, the doors do not seal, and that red dust goes everywhere. Again, please go to www.deals.misasa.org and link to www.4floors.co.za to see what the deals is on hangar flooring.

Johan Welman has imported landing lights that he is offering at a discount. Phone him on 071 609 0647.

In conclusion, we are working to have made significant progress with the www.deals.misasa.org button bookmark on your phone by the 27th of August when the www showcase is held at Tedderfield. If you cannot make it to Tedderfield, you can phone the suppliers to claim the deals.

If you are a supplier to our pilots or if you want to be, and you have a win: win deal then contact us to assess it and if agreed to we will market it to our members for you.

If the deals are good, the bookmark button will go viral, and everyone will be happy.



On the day there will be two events. Each event is independently organised. MISASA members and the public will have access to both display areas.

The Toyz4Boyz Show is organised and managed by the Toyz4Boyz events company. Entrance tickets can be purchased at computicket or they can be purchased at R80 per person at the entrance gate. The Toyz4Boyz gate opens at 10am.

MISASA will man an airfield ATC to manage aircraft traffic. Members and their guests that fly in will not require entrance tickets and they will have full access to both display areas as well as to the catering vendors. MISASA will not have anything to do with the catering that will be open to MISASA members. Road entrance will be granted to MISASA members on Friday the 26th of August and on Sunday the 28th of August. On the SHOWCASE DAY (27 August) entrance will be strictly controlled. Upon entering the gate in a vehicle every person must pay the entrance fee unless the enclosed winged shields sticker is stuck to the inside front windscreen. MISASA vehicles with the sticker on the windscreen will be directed to the MISASA Parking Area. Members and their guests seated in their vehicles will not have to pay an entrance fee. All vehicles, whether they have a MISASA Member in them or not that do not display the MISASA winged shields sticker will be required to pay the entrance fee of R80 per person.

PLEASE REFER TO THE MISASA WEBSITE FOR FURTHER DETAIL www.misasa.org Terms and Conditions Apply. Entrance is at your own risk.





AVIATION ART - On the cover is an oil on canvas painting by Charles Gibbons.

Charles is one of South Africa's top fine artists with a passion for wildlife. His portfolio stretches back decades covering pets, landscapes, seascapes, transport in general, portraits and last but not least is aviation art.

While he specialises in wildlife, his other paintings also capture, exquisitely the detail and with a brilliant dramatic effect the subjects portrayed. Charles is a full-time artist that runs a retail gallery on his farm near the

Hartbeespoort Dam where he gives art classes as well as at the Inanda Country Base Clubhouse in Kyalami. The exhibition on the right was at Monte Casino in Fourways.

I attended some of his art classes and was amazed to see the works of art being produced by people who a couple of weeks before had never attempted to paint anything in their lives.

Here is my challenge to those that would like to have a painting of their aircraft. Join Charles' art classes and paint your own. For those that do not have the time, see www.deals.misasa.org

where Charles offers a discount to pilots for commissions to do individual portraits, subjects of your choice or a series of "corporate art" paintings for your offices. If you would like to explore your needs, appropriate themes, sizes and framing I suggest that you phone him for a chat on 076 502 8575

To prove the point I visited Charles' Studio and with his guidance and help, I painted the Mum & Baby Elephant Oil on Canvas Painting (above). The rest are a selection from his portfolio. If I can do it; so can you. All the paintings opposite are very big.



KROON fly-in

Each year the Microlight Club, Rosslyn MicroFlyers, based at the Kroon Airfield host a fly-in. The event has gone from strength to strength. The flight to Kroon, which is positioned between Rosslyn and Brits, between the Magalies Mountain and the N4 Highway to Rustenburg, on the northern side of the ridge that flanks the Haartbeesport dam, offers game viewing and a tasty breakfast.

This year the farm style breakfast satisfied the most challenging expectations one could have had. Our congratulations to Dawie du Toit who supported the catering team. To read more about Rosslyn Microflyers go to www.microflyers.co.za

This portfolio of trikes showcases some of the pictures taken by Paul Bloem. Paul is a Microflight Africa, accredited photographer and he is available to undertake aviation photographic commissions. You will find Paul listed at www.deals.misasa.org

The portfolio of photos on page 32 were taken by Marius Nel who is an instructor at the Rosslyn MicroFlyers Flight School. Marius' other passion can be found at www.infozone.tv which is a successful video blog that features the latest aviation events. It's a good "read" - go see!





Marius Nel



Charmaine Janse van Vuuren



Liesel Gevers



COUNTRYWIDE BUSINESS OPPORTUNITIES

Dawie du Toit and Marius Nel have started a new business to target expediting your paperwork through the CAA and RAASA.

It is a business venture that needs agents to service areas around all of South Africa's Airports. If you want to be appointed as the agent for an area then e-mail: marius@infozone.tv



Johan Nel & Earl Oosthuizen



Amanda Nel & Drienie Burger



Johan van Breda & Dawie du Toit

Fixed Wing Anti-Poaching Sabie Game Park - Mozambique

Story and Photos by Richard Burrough

In addition to helicopter operations when needed at SGP, there is a Bantam permanently based at the reserve. Being much cheaper to operate, the Bantam works almost every day with the helicopter called in at times when the Bantam is not available, or the mission calls for hover or heavier lifting capabilities.

A typical working day for the Bantam

I am up before dawn and enjoy a cup of tea as first light appears. Roll open the hangar doors and get cracking with the pre-flight inspection. Having done a good after-flight the evening before, there is not a lot to do except check the oil, fuel purity test and a good walk around inspection.

Importantly, the windscreen is clean; there is not much more annoying when surveying than a speck on the windscreen, every time your eye passes it, it looks like a fast approaching vulture searching for thermals! Strap in, start-up as soon as possible to get the oil up to temperature. While waiting for that, I turn on the air-band radio and begin listening out for any traffic operating in the area. This is a very rare occurrence! I also tune into our anti-poaching frequency on another radio. Yesterday's tracks and waypoints are cleared off the GPS. Stopping short of the runway, it is time for a power check, back to idle and do the pre-takeoff vital checks.



We are ready to go, I release the brakes and turn onto the runway while sounding my siren. This is fitted to the plane for use in herding animals when airborne but I also test it now and use it to scare animals off the runway, it is not unusual to have buffalo, reedbuck or even elephant on the runway itself or the verge in the grass.

All clear, a last look at the windsock and apply full power. Keeping it straight with a bit of rudder, I check that we have the required power showing on the rev counter, and we lift off. Lowering the nose in ground effect quickly gets some "money in the bank" and I have over 50 knots on the airspeed indicator, I then climb away.

I am at 300 feet above the ground in short order, and that is where I will probably stay for the bulk of the flight remaining. I shoot off a call to our APU operations room to let them know that I am aloft and immediately begin searching for rhino.

Working closely with the IAPF Rangers, we know where the animals are likely to be found, I fly grid patterns about 600m apart and it is not long before I have the first sighting, I record this point on the GPS without orbiting the animals and make a written note of the sex and number of individuals. I then consult a classified map and report a coded grid reference location of the animals to Operations. Operations then relay this position to rangers on the ground, and they will begin to deploy a team to find and monitor the animals through the day. All of this is necessary to minimise the risk of unwanted persons knowing where the rhino are located.

Two hours into the flight, I have located 15 rhino, need to take a leak, nearing the end of the morning's survey, and a call comes in over the APU radio. They have located a fresh human exit on the second fence patrol of the morning, and it is very fresh! I start making my way to the area 30km away from me in anticipation of a call for air support. Radio traffic reveals that the K9 unit has also been mobilised, and they are hot on the spoor.

The call I have been waiting for comes when the spoor splits up; there are three sets of tracks, quickly heading to populated areas where they hope to blend in and catch their "pick-up" to be whisked away out of our reach. My mind is racing, have they got lucky and made a kill? I did not find anything so maybe they have come through our reserve from Kruger National Park?

I reach the area, make contact with the ranger in charge on the ground and we strategise. Our IAPF tracking teams have split up to follow the scattering poachers, I leave the dog unit on a set of tracks and concentrate on Rangers that only have spoor to go on. I cast ahead like an airborne gun dog, hoping to force the poacher to ground and let our trackers catch up. Occasionally I go back to where the trackers are and punch in a new waypoint when I locate them; soon I have a chain of waypoints on the GPS, which gives me a very good idea of the direction the spoor is taking.





BANTAM B22J

EW (Empty Weight) 215kgs,
MTOW 430 kgs, Engine Jabiru
2200A - 80 hp, Vc (Max Cruise)
120 kph, Vso (Stall) 55 kph
Vmax (Max Speed) 150 kph
Fc (Fuel Burn) 12 Lt per hr
Tank Capacity 50 Lt, Vz (Climb
Rate) 3.4 m per s, Wing Area 15.1
sq m, Wing Span 9.03 m

Intuition and experience tell me to work hard over a thicket on the line the spoor is taking. Lots of steep turns at just about treetop level, my eyes are straining to look through the foliage for a telltale flash of clothing, and he flushes! He is unarmed, tired and on the run, I call it in, the Rangers abandon spoor and sprint from 2 km away, I have my wingtip pointed at the suspect in a tight low-level orbit. Suddenly I hear the familiar cracking sound of AK47 rounds coming my way! The Rangers and police have the runner in sight and are firing warning shots, time for me to climb away. I do one more orbit higher up and see the tracking team meetup with the suspect. I have been on this hot pursuit for over an hour; there are only about litres of fuel showing in the tank, and I am reminded that I need to pee!

Time to route directly for the base. Safely back in the hangar, I listen to the chatter on the radio as I refuel and do the after flight inspection. Excellent result! The one hiding in the thicket had some rounds in his pocket and after some persuasion has shown the trackers and police where he stashed the rifle, a beat-up old .458, the stock held together with bits of wire. The rifle is equipped with a suppressor and has the serial number ground off. In the meantime, the trackers who had the K9 unit with them have caught another one with an axe and backpack. One member of the gang has escaped, interrogation reveals that they hunted Sabie with the half moonlight but were unsuccessful. All in, another very good day's anti-poaching on Sabie Game Park.



www.rhinowars.misasa.org