



Top Left: Cape Point Top Right: Beacon Isle Hotel, Plettenberg Bay.
Below Left: Stanley Island, Plettenberg Bay. Above: The famous Enrico's Restaurant, Keurbooms, Plettenberg Bay.

Top Left: The Otter Trail Top Right: Knysna Lagoon with Leisure Island in the foreground. Below Left: An example of interesting architecture seen to the North of Plettenberg Bay Above: Blombos, South of Stilbaai

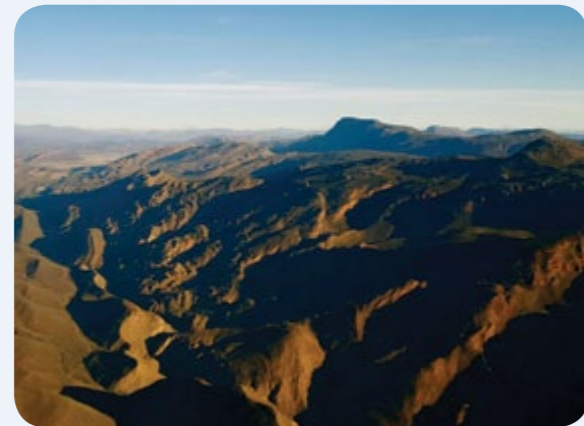


Top Left: The Southern Suburbs & The UCT Campus. Below Left: Cape Town Stadium at sunset. Top Right: Gouritz River Gorge Above: The Berg River Dam (needing winter's rains), Franshoek. Right: Hout Bay





Afrikaburn here we come!



It's a "lifer" - got to do it once - IT USED TO BE: Waterblommetjie Bredie at the Stellenbosh Festival but now - this is it! Top: Revellers on there way to Afrikaburn. Left: Afrikaburn in Tankwa in the Karoo Left Middel: Big Bay - before climbing to cross the Cederbeg Mountains (middel) Above: Rob McFie's Sling. Rob offers lessons in the art of self propelled aviation. To qualify you need to have lost focus!



Taking the girls out to lunch - What a treat it was!



Above: To start us off on a good note the 'HOSTIES" washed the plane. Top Middle: Just below take-off. Top Middle: Flying is such fun - it offers endless possibility. Below Far Left: Gansbaai Lighthouse was one of the vistas on our way. Left: It was just another time to celebrate!. A DAY IN THE LIFE OF A PILOT - It was my friend Annette's birthday. So, some of her friends dressed up and suggested that we go to the Oystercatcher near Elim for lunch. Shortly after takeoff they brought out sushi plus gin and tonics to celebrate. Have fun and fly safe. *Rae Henderson*



LOSS OF CONTROL ACCIDENTS
by Richard Stubbs

When I received the EAA's Founder's Innovation Prize detail for a reduction in loss of control accidents my technically challenged background immediately regretted not having had an education in aircraft design that might have afforded me a chance of winning. That is until I read the words 'by entering your design concept or idea'! So, even if there is technically brilliant mechanical or electronic solution that may reduce loss of control accidents over time, a recent discussion with my friend Brain White (our local genius on anything Porsche related) highlighted a very real concern regarding aircraft design evolution in general. For the reasons outlined below I would propose that the most productive method in which loss of control accidents may be substantially reduced is not necessarily linked to an invention - but more to an approach that is infinitely more useful, affordable and lifesaving given the issue at hand.

Allow me to elaborate by way of an example.

Many years ago Porsche attempted to introduce to the general aviation market an engine that offered several advantages on what and still is considered our two industry stalwarts.

Wikipedia identifies that period in our aviation engine history with the following comment:

Porsche decided to re-enter the aviation market with much larger engines derived from the engine used in the Porsche 911, starting development in 1981. As the engines ran at a higher speed than most aircraft engine designs, the propeller drive used a 0.442:1 reduction gearing so it could drive common propellers. The high operating speed meant the engine ran more smoothly than older designs, and the use of a muffler meant it was quieter as well. With about 3.2 litres (195 cubic inches) displacement, the normally aspirated N-series models produced about 210 hp, while the turbocharged T-series produced about 240 hp. This was roughly twice the horsepower of a conventional lower-rpm design of the same size. With the single-lever operation, fully aerobatic fuel and oil supplies, fuel injection with automatic altitude compensation and optional turbocharging, the PFM 3200 series were some of the most advanced engines on the market.

So why then did it not take-off? That answer lies in the fact that even though it might have been a vast improvement in many respects to what was being offered at the time, without a reasonable monetary return on engine trade-in values, most owners with existing Lycoming or Continental units would simply stick with what they had – regardless! I have it on very good authority that when Porsche realised that sales volumes would be seriously compromised as a result of this unavoidable reality further development and production of the Porsche aviation engine was halted. This was after an estimated 75 000 000.00 US dollars had already been invested in development!

With this in mind, unless someone has the aptitude to introduce a solution for loss of control accidents, at a reasonable cost, everyone who owns an airplane irrespective of type, may well disregard that solution, no matter how ingenious or technically brilliant it may be, before it even takes flight!

I would suggest that there is another approach for the majority of 'loss of control' accidents?

If we recognise that for the most part loss of control accidents are caused due to some form of pilot error and not structural and/or systems failure would it not serve the entire aviation community better to introduce for lack of better phrase, 'unusual attitude' flight training?

Let's examine some of the facts surrounding this particular issue, how they might be resolved and what is to be gained.

In South Africa, incipient spin recovery instruction has been removed from the NPL training syllabus on the pretext that one should never enter a situation where this is even possible to start with! From my experience - having stalled an aircraft close to the ground with irreparable consequences (even though I was luckily able to walk away unscathed) my return to flight has understandably been severely compromised by a stark lack of confidence. Although my

pride would have me believe that had the landing gear not broken on impact, I would have only suffered the humiliation of a botched landing; the truth is I was completely ill-equipped and totally unprepared to recognise the perils of operating so close to the STOL limits. Sure - this particular full-composite design had a laminar profile wing with full-length flaperons and an excellent glide ratio to its credit, but I should have known better. When this type of wing stops flying - anything attached to it just falls out the sky! One could argue of course that I was flying late afternoon into a fairly short private airfield but the truth is I screwed up, and I know it!

I would argue that although my accident is probably not uncommon, with more comprehensive tuition allied to the importance of 'actual practice' my accident may have been avoidable.

I started my flying training many years ago on a Basic 4000 (the SA equivalent to the old Quicksilver). This early type was a lot stronger on paper than it looked on the ground but without flaps or ailerons - rudder controls and 'ideal conditions' were your only alternative. Did I forget to mention that it also had small flaperons above the wing that may have altered something if you were prepared to wait until tomorrow! A friend of mine once joked that "even if I were to put that thing deliberately into a

suicidal nosedive someone would still have to kick me to death", but even so how quickly things have evolved since then! With so many of the modern LSA variants being well capable of holding their own against that of general aviation aircraft in just about every performance parameter - bar that of baggage capacity, most of us have moved on. The big question is, have our skills??

I propose that for the many thousands like me worldwide who have remained actively involved in aviation since those early days that we are in many instances a product of our misfortune. I can vouch from my flying experience that not until quite recently have I benefited from having had instruction with a certified and practised general aviation instructor who also happens to offer LSA type training. The fact is, none of my previous mentors were that keen to put those early types through the rigours of spin training - nor were they ever required to! Even power-off stalls etc. were initiated through clenched teeth and demonstrated as briefly as possible. Those brave pioneers honed their initial flying skills on weight shift trikes, and although many had very useful time under their belts, they were for the most part ill-equipped to offer anything out of the ordinary. Those early 450kg MTOW microlights were the only viable budget airplanes on offer at the time, and I would suspect that many instructors breathed a sigh of relief for not being required to even 'go there'!

Am I wrong in assuming then that many general aviation pilots may also not be that proficient at doing anything out of the ordinary – even though these ‘challenging manoeuvres’ may well have been covered briefly as part of their initial training or ‘possibly’ repeated at the testing stage to remain current?

Notwithstanding the mandatory conversion onto type, having now progressed to one of the infinitely more slippery LSA examples on offer (without needing to have any significantly improved qualifying skills) when lifesaving decisions need to be made, ‘and quickly’, how good under pressure am I expected to be? The fact that I never recognised the imminent and immediate danger of flying close to the limit is as much a symptom of my ignorance as it was a loss of focus. I do realise that without sufficient altitude my options were fairly limited at that point but even so my approach & the go-around reaction time decision was hopelessly inadequate. In a nutshell, I was largely unrehearsed for what DID happen let alone competent enough to safely take immediate recovery action.

I’m not suggesting for a moment that to retain our pilot licenses that we should all be required to undergo aerobatic skills, however, beneficial because we all know that is probably not about to happen. What I am advocating for the purpose of this exercise

is the possibility of reducing insurance premiums based on confirmation of ‘unusual attitude’ training being successfully completed. By this, I mean ‘practised’ in a suitably fortified aircraft with an instructor who is up to the task.

Yes, there will be those of us who have never bothered to insure, but for the majority of us with family dependants who stand to lose valuable life insurance pay-outs on disability or fatal accidents, I would hazard a guess that most of us are covered in one way or another – even if our aircraft are not?

Even those ‘old or bold’ pilots who may balk at the very thought of having their skills questioned will undertake this form of additional training if it significantly reduces the costs associated with insurance - and they can now prove it!

What insurance company wouldn’t encourage this form of training if it significantly underwrote less risk & improved general safety? Call it an endorsement on your existing license if you will, but the fact remains that promoting safety through training will benefit everyone with a vested interest everywhere, regardless of aircraft type!

Can the EAA membership and the governing body running all our varied aviation pursuits worldwide not influence companies to re-

think their insurance approach? I believe they can!

Relative to annual pay-outs for both injuries and/or fatalities - surely enhancing safety as a result of being able to verify ‘unusual attitude’ competency must reduce risk? If determining premiums on life cover and/or aircraft damages are largely calculated on the risk profile then surely this is a ‘win-win’ situation for everyone.

Does the focus and success of this competition not rely more on a change of attitude and better training rather than a re-invention of the control column?



JONATHAN LAVERICK

REPORTS



Dear Ed,

One of the joys of being a new pilot is being able to share the experience with family!

Top Right - Flying Mam
My aviation mad mam’s first flight. She was on holiday to see her newborn granddaughter and as she is from the north-east of England it is my ‘mam’ - not mum or mom!

Bottom Right - Wife’s first flight
Leaving our newborn baby in the multi-talented hand of Sue Singleton the pic shows my wife and I on finals at Sue’s Strip. It is experiences like this that really make you appreciate your instructors!

Overleaf - Magalies Sunset
A late afternoon test flight from Aeroden and I came across a couple of paragliders making use of the beautiful Magaliesbergs.

Cheers
Jonathan Laverick



Above: Hi Ed,
 You may be interested in putting this pic into your magazine. I recently flew to a friend of mine's game farm in the Zululand Rhino Reserve. I managed this pic just after landing when a rhino wandered past my Foxbat. Hilton Ashton

Below: Ian Martin's Sling



Above: Grant Stocks owns the Kuilfontein Stable Cottages in Colesberg.. Grant flies a Savannah. Read more about the cottages at www.kuilfontein.co.za Equire about flying in for an overnight or to just take the "Skaap Braai" gastronomic tour!



Right: Hi Ed, Herewith photos of our recent flyin to Vryheid. Wonderful hospitality, food and entertainment. Hopefully we will see more MISASA members there next year. You may notice a him and hers tent on either side of my Bushbaby - Morne is still sulking that he got the hers tent :) I won a lucky draw and I got a flip in the Kodiak. It has more TV screens than I have in my house :) Fly safe, Donovan Barton-Hobbs.

Hi, Morne - Hope to see you at Tedderfield this year on the 27th August. I promise that you will not have to cook for the Gauteng lads this year! Ed.

THE FAI WORLD AIR GAMES DUBAI 2015





FAI World Air Games Dubai 2015, UAE

Final Results

Medal Count

Country	Gold 🥇	Silver 🥈	Bronze 🥉	Total
United States of America	7	4	6	17
France	6	10	2	18
Russia	6	4	3	13
Germany	3	2	1	6
China	3	2	1	6
Poland	2	5		7
Switzerland	1	1	3	5
United Kingdom	1	1	3	5
Belgium	1	1	1	3
Romania	1	1		2
United Arab Emirates	1		4	5
Spain	1		3	4
Lithuania	1		1	2
South Africa	1		1	2
Canada	1		1	2
Italy	1		1	2
Australia	1			1
Norway	1			1
Latvia	1			1
The Netherlands	1			1
Austria		2	2	4
Belarus		1	4	5
Denmark		1	1	2
Czech Republic		1	1	2
Qatar		1		1
Hungary		1		1
Slovenia		1		1
Finland		1		1
Chinese Taipei		1		1
Serbia			1	1
Sweden			1	1
Awarded Disciplines				123



The FAI World Air Games 2015 was held in Dubai from 1 to 12 December. This multi-discipline event was organised by the Emirates Aerosports Federation. 875 athletes from 55 countries competed in the Games.

It was the biggest air sports event ever organised !

About the FAI World Air Games

The FAI World Air Games, conducted under the rules of the Fédération Aéronautique Internationale (FAI), is the premier international multi-discipline air sports event fielding the world's top Air Sports athletes.

The FAI's primary goals for this event are to determine "FAI World Air Games Champions";

to showcase air sports to the general public and promote public participation in air sports by attracting new participants to air sports disciplines; to promote FAI events to other sports organisations and create an attractive platform for TV, media and other external stakeholders.

The past editions of the Games took place in Turkey (1997), Spain (2001) and Italy (2009).

Medals

The United States finished at the top of the medal table, with 7 gold medals, 4 silver and 6 bronze. USA led a tight battle with France which just missed the top by 1 gold medal and took second place with 6 gold, 10 silver, and 2 bronze medals. Russia came third with 6 gold, 4 silver, and 3 bronze.

The USA shone particularly in parachuting, as all the USA's 7 gold medals were gained at parachuting events.

Nick Batsch from USA was the athlete with the most medals, having earned 3 gold, 1 silver and 1 bronze at the Parachuting Canopy Piloting event.

The top woman was Astrid Ciesielski from Germany who occupied 4th place with 1 gold and 1 silver medal taken at the General Aviation event.

Frank Eckard and Cally Eckard won the Gold Medal for South Africa in the Air Navigation: Landing Accuracy category. They also won a Bronze Medal in the Air Navigation Race Overall.

Competition Format

Gyrocopters and Microlights were in the same class. A radically new approach to gyrocopter competition was launched in Dubai. Instead of tasks such as navigation, the focus was on precision and piloting as pilots had to race around a pylon course and complete accuracy landings.

Extra points were available for performing a short take-off and engine-off landing accuracy as well as for speed, so the competition was a real test of pilot skill.

The competition format was also designed with spectators in mind - those on the beach in Dubai had an excellent view of all the action as pilots flew low and fast around the course line.

A new type of microlight task was launched at the Games. Pilots had to fly a zig-zag course close to spectators instead of up high and far away. Event director Rob Grimwood said: "It really gives the spectators a great show. "Pilots flew a course made up of a series of inflatable pylons in the dunes.

Heats were run at a venue in the desert before pilots moved to the main Palm Dropzone. Once there the course was tightened for the final race, encouraging the pilots to fly their crafts right to the edge of their capabilities. It was a tight competition all the way to the end. It all came down to the final race as at that stage the competition could have been anyone's.



P & M Aviation QUICKR 912S

Empty Weight 220kgs
MTOW 450 kgs - Wing Area 11.43 sqm
Wing Span 8.45 sq m - Motor Rotax 912S 100 hp
Stall 64 mph - Cruise 150 mph Max Speed 193 mph - Climb 6.1 m/sec - Tank Capacity 65 Lt - Fuel Burn 12 Lt hr



Air Creation
BIONIX 15
TANARG 912 ES
 Empty Weight 249 kgs
 MTOW 472.5 kgs - Wing Area 15.1 sqm
 Wing Span 9.85 sq m - Motor Rotax 912ES 100 hp
 Stall 55 mph - Cruise 135 mph Max Speed 157 mph - Climb 4.6 m/sec - Tank Capacity 70 Lt - Fuel Burn 13 Lt hr



P & M Aviation
QUICKR 912S
 Empty Weight 220kgs
 MTOW 450 kgs - Wing Area 11.43 sqm
 Wing Span 8.45 sq m - Motor Rotax 912S 100 hp
 Stall 64 mph - Cruise 150 mph Max Speed 193 mph
 Climb 6.1 m/sec - Tank Capacity 65 Lt - Fuel Burn 12 Lt hr
 Flown by T Hoyland, a Norwegian who started to fly in 2003. He is 55 years old.



AIRTRIKE : EAGLE 5
WING BY: PICO
 Empty Weight 215kgs
 MTOW 450 kgs - Wing Area 12 sqm
 Wing Span 9.8 sq m - **Motor: BMW 90 hp**
 Stall 55 mph - Cruise 120 mph Max Speed 150 mph
 Climb 4.6 m/sec - Tank Capacity 65 Lt - **Fuel Burn 7 Lt hr**

Flown by: Vince Ferinc, a Hungarian pilot, flying for the UAE. Vince started to fly in 1991. He is 59 years old.

Our Our Man On The Spot, Larry McGilliwie - Comments on the event

I was fortunate to be able to attend some of the tasks, including the finals, for the competition. My interest lay in watching the Microlight discipline, as I knew some of the pilots from the world microlight championships, in 2007, Czech Republic.

Disciplines included aeromodelling, aerostats, aerobatics, general aviation, gliding, microlights (which included Gyrocopters), parachuting, paragliding, rotorcraft, paramotor, with tasks being set up for each of the disciplines, with many categories within each discipline.

30 Competitors, from about 14 countries, competed for the lead position, in the weight shift and gyrocopter categories.

The pylon course involved a take-off over an obstacle – competitor chosen distance – from a tape approx. 1 m off the ground. Then an immediate descent to fly through an electronically controlled start gate, about 2m off the deck. After that, a pylon course, with tight turns, normally over the sea. On completion of the pylon course, flown as fast as possible, a finish gate was set up at 90 degrees to the take-off runway, also about 2 m off the deck, also electronically controlled, giving a course time.

The trike below had an engine out and chose to land in the sea vs on the crowded beach.

After that, a climb to 1000 ft agl, for a dead-stick landing in a landing grid, with a full stop within the 100m grid.

A variety of trikes were used, but P&M and Air Creation seemed to dominate the field. Trikes need to have a short take-off ability, be as fast as possible, have good manoeuvrability, have a low stall speed for spot landings, and good brakes for stopping. Not an easy configuration!!
 The British team made a clean sweep of the winnings, flying P&M trikes, with David Broom in first place, Paul Dewhurst in second place, and Reese Keene in Third place!!

Larry and Sharon McGilliwie represented South Africa at the World Microlight Champs in 2007. Ed



The SA Team Wins Gold!

Years of training and competing in National and International competitions reaped gold and bronze at the World Air Games for pilot and navigator team Frank and Cally Eckard flying a Cessna 172.

The World Air Games were held in Dubai in the first two weeks of December, and were the first to be held since Turin (Italy) in 2009. The World Air Games comprise many disciplines, and new ones are introduced each WAG as new technology, apparatus and sports appear in the aviation world. Amongst these are various types of skydiving, aerobatics, and disciplines involving gliders, paramotors, microlights, balloons, airships and helicopters.

The Eckard team were selected from their results in the World Rally Championships in Poland in 2014. Rally and precision flying require the pilot to fly to specific points, using map work and navigational skills, precise timing to within two secs, and observation tests. All of this requires a great deal of concentration and practise, and flying must become second nature. The rules included in the two disciplines are all geared towards making the pilot a safer one, and are greatly recommended for competent aviators to become more skilled.



Frank started flying in 1983. Both Frank & Cally competed in the World Rally Championships in Poland in 2014.

The discipline used for the WAG in Dubai is a new one, called Air Navigation Race (ANR) and this is the first time it has been used in an international competition. For most of the teams, it was, therefore, a brand new sport requiring a brand new set of skills. Instead of flying along a track and crossing turn points, the planes are given a zigzag “corridor” on a map and are severely penalised for infringing out of the corridor. Only the start and finish points are timed. Frank and Cally had tested the software in an informal competition in Brits in August, but the developers had not fully developed the software at that time, and they were unable to score themselves. Therefore, they arrived in Dubai with the intention of learning how to run a competition and how to fly it on a competent level. Day one and two were training days, and they came in last position. With several other aero sports taking place at the same airfield, in this case, the Sky Dive Dubai Desert Dropzone, they were not given an opportunity to learn much from the training days, but a few team discussions and adjustments to their methods gave better results on Day 1 of competition, and not such good results on Day 2. However, they made it through to the next round and beat the Austrian team to reach the

semi-finals, which they lost to Norway, putting them in fourth place in the navigation category.

Asked what the navigation conditions were like compared to South Africa, Frank pointed out that they had been flying over a lot of desert, and had to judge the width and length of the corridor based solely on visual comparison to the map and the few available landmarks. Also, the maps were Russian and not current, so there were many new features on the ground that were missing on the maps, making it a very challenging but interesting exercise.

The wind came up on the day that the Landing Competition was going to be held, and with crosswinds of 20 knots at 90° to the runway, the competitors were asked if they were willing to participate, since Cessnas are only indicated for a crosswind component of 15 knots. They all agreed to the challenge, along with the fact that the aeroplane they were going to fly was not one they had ever flown before. All the planes made available to them had glass cockpits (digital instrumentation) which none of them were familiar with. Every pilot gets used to his aeroplanes little idiosyncrasies, and spot-landing

an unfamiliar one in such winds is not something for the faint-hearted. Frank took off, with a plan to cope with the cross-wind conditions, and landed the plane 1 m from the Zero line.

The next landing was to be an engine-off landing, using just flaps to guide the plane to the landing spot, and Frank landed -2 m from the line. They were then In joint first place with the German team, so a “land-off” was required to determine the first position, and Frank nailed it again -2m from the line and the German team were forced into second place with their landing being judged “abnormal”.

In an official ceremony held at Sky Dive Dubai Palm Drop Zone, Frank and Cally were awarded gold medals for the Landing Competition, and Bronze medals for third overall. The medals were presented by the new President of the GAC, Rodney Blois from Great Britain, and by the Vice-President of the Sports Committee for Dubai. Frank and Cally are very excited to introduce the sport to South African aviators and hope it will inject enthusiasm amongst participants of the current Precision and Rally competitions, and encourage new pilots to join.



14 Teams competed.

- No GPS
- Zig-zag course
- 360m wide
- map/compass & stop-watch to time turns in the desert



Find 22,000 pictures here: https://www.flickr.com/photos/airports_fai/albums
The UK won Gold for Microlighting David Broom finished in first place.

Combat Model Aircraft

WHAT IS THE F2D COMBAT COMPETITION?

F2D Combat is simply aerial dog-fighting! Two pilots, each flying a model aircraft with control lines, fly against each other in the same circle in a four-minute bout.

Each model tows a particularly coloured paper streamer and each pilot attempts to take cuts from his opponent's streamer with the propeller of his own aircraft.

Each pilot has two mechanics or pitmen to start and service the aircraft that his mechanics launch.

The model aircraft are simple flying wings with 2.5 cc internal combustion engines running on glow fuel which is 70% methanol, 10% nitromethane & 20% castor oil.

They are built strongly enough to withstand most crashes into the ground, but mid-air collisions can, and frequently do, destroy the aircraft.





When things go wrong.....

Mayday ('meɪ,deɪ) n:

1. (Communications & Information) the international radiotelephony distress signal [C20: phonetic spelling of French m'aidez help me]

We are all familiar with the term “Mayday”. We use it to inform ATC that we are in distress and, that, whilst dealing with the cause of the distress, we require urgent assistance from them. Emergencies are dealt with regularly during our recurrent training. Through practice and careful analysis of our performance we become trained so that our actions are almost instinctive and our confidence in effectively handling a non-normal event is reinforced.

What if something does happen though, and we are in a situation that leads to an incident, or even an accident, from which we walk away unscathed? Do we really know how to handle the psycho-logical effects? Some of you may be able to answer this through personal experience. Everyone reacts differently. Some of us may not even know that we have had a reaction.

When faced with a threat, either real or perceived, our primitive or “ancient” brain triggers a “fight, flight or freeze” response. This is a very natural reaction, which is deeply lodged in our genes. It causes both physiological and psychological responses. Adrenalin, cortisol and approximately 180 other hormones pump through our body causing a long list of reactions, including a heightened alert level, lack of appetite, and an extreme focus on the immediate threat at the expense of other stimuli surrounding us. All these reactions are triggered to help us deal with the threat and to keep us safe. They were imbedded in our bodies thousands of years ago to help us deal with very real environmental threats, such as dangerous wild animals attacking us or competing neighbours encroaching on our territory.

Fast forward a few thousand years and we now have an impressively evolved human being sitting in a highly sophisticated flight deck with these very same genes triggering the same set of responses to very different threats, though these new threats (or the perception thereof) may be just as life threatening. Mostly, these primitive responses help us deal with modern situations equally as well as they did in the distant past.

Once the dust settles though, the same triggers that helped us, may hinder us as we attempt to move on. A heightened alert level may lead to anxiety, causing insomnia and agitation. Extreme focus on the threat may decrease our concentration levels.

Loss of appetite may upset our digestive system. As one can see, these are actually normal reactions to what was perceived as a threat, yet they leave us with a sense of discomfort and confusion. Over time most of these symptoms fade away, but sometimes they linger, causing a self-perpetuating cycle of ups and downs as we try to deal with the sense of unease that they leave behind. Often we try to deal with this unease incorrectly or in ways that are not helpful for our recovery by, for example, the excessive use of alcohol, reliance on sleep or anti-anxiety medication, not or even over-exercising, or by developing unhealthy eating habits. Not managing the symptoms effectively could lead to more permanent health and psychological damage.

So how do we deal with this state properly? If an engine catches fire what do we do? We follow the procedure and put it out. If we don't, this fire could spread until eventually it causes serious damage and destroys the aeroplane. In a similar way, we need to learn a “Procedure” to assist us in preventing our “fire” from spreading and causing more harm.

This is where Mayday-SA comes in. Mayday-SA started out as the “Peer-to-Peer” group within ALPA-SA. After the Albatross formation accident a couple of years ago it became evident that the need for support extended beyond the airline environment, and thus Mayday-SA was formed. Based on the NGO “Stiftung Mayday” in Germany, Mayday-SA is now made up of pilots volunteering from across the aviation spectrum, ALPA Peers

included, and they have been trained to assist all aviation license holders in South Africa.

Our team has been trained to help crew dealing with the after-effects of a situation which threatened their well-being. The volunteers are all pilots, your Peers, who have developed skills through their training by professionals, and by leading international specialists in the field. These volunteers are not counsellors or psychologists, but fellow aviators who understand your world. They are skilled at debriefing and their prime goal is to help you cope with the effects of the “fire” scenario in a healthy way. By giving you space and guidance you can talk about your situation confidentially.

The volunteers are also trained to determine whether more professional help is required, so you may be referred to specialists for extra assistance. The decision to seek professional assistance is entirely up to you. Your anonymity, privacy and autonomy will be respected by the team member working with you. There is absolutely no reporting by the team member to any management or union members, or to bosses, colleagues, CAAs, spouses, family members, friends or outside people and organizations, and your interactions with the team will not form part of any investigation. The sole purpose of their conversation with you is to help you get back to your normal life as quickly as possible whilst allowing you space to deal with your reactions to whatever it was that threatened you in the first place.

The “threat” may not even have been aviation-linked. It could have been an accident or incident unrelated to work. It may have been something personal, like a problem at home, the loss of a loved one, or even some form of illness; it could be crime, or anything at all that disrupts your normal day to day life and takes your eye off the ball for a moment.

With its own dedicated phone number, Mayday-SA can be contacted via a 24-hour call centre. Following a call, SMS messages are sent from the Call Centre to the Peer volunteers, one of whom will respond within less than 6 hours. Once a volunteer makes contact, the caller is given an opportunity to speak about the incident and is led through the conversation in a manner that allows him or her to process the facts of what happened without fear of recrimination. The Peer volunteer guides the conversation so that it helps the caller relieve stress and come to terms with what happened. The Peer volunteer is also able to educate the caller on the possible effects an incident may have on him or her and what they can expect as they work through it in the days that follow. As mentioned above, the caller is only referred to a professional should the volunteer consider further assistance may be in the caller's best interest, or if the caller specifically requests it.

Essentially, what this interaction provides is a means of relieving stress, ordering thoughts, and getting guidance from a trained and trusted Peer. It gives the natural process of

healing a kick-start. As humans we are well designed to cope with difficult situations, but in today's modern, fast-paced world of high demands, limited time constraints and huge pressures on us to constantly perform at our peak, our resilience and coping mechanisms may need a boost when things don't go quite as planned.

What are our responsibilities as crew members should we be involved in an accident or incident? Your Company's Operations Manual has a detailed list of our duties should we be faced with such a situation. There is also an Emergency Response procedure that is activated should the situation arise. Besides the legal steps that need to be followed, the well-being of you as crew members is of utmost importance and the assistance of the volunteers at Mayday-SA can go a long way in ensuring this. The option to contact Mayday-SA is completely voluntary and confidentiality is assured. The volunteer Peers are purely there to assist you.

If you are wanting to talk with one of the Peer Team either contact ALPA-SA or contact the Mayday-SA Call Centre number is 012-333 6000 – and ask for ‘MAYDAY’. For further information go to the Mayday-SA website: www.mayday-sa.org.za.

*THEY NEED YOUR HELP
PLEASE GIVE THEM A CALL
Ed.*

Born with a desire to fly, it took a camping trip and the support of Tim Bouwens' wife to take him from towing a caravan to a WCM Licence and a LSA Licence.

Most guys would love to fly, but it seems most guys find this a dream believing it's out of their reach. This was also my mindset so it was always just that, a dream.

During October 2015 I was camping with my wife Dedre and two children in the Dinokeng nature reserve where we were able to take a scenic microlight flight. This was the tipping point for me as I found it to be awesome and worth every cent!

Out of curiosity, I asked what a microlight might cost me and on hearing that a used unit in good condition costs the same or less than a frigging Datsun Go I became very interested. On returning home to Benoni, I found the closest airfield to be in Petit - just a 15-minute drive away!

The next Monday I met Andy Kaspersen, who took me on an introductory flight and he explained the costs, time, hours required, etc. It was within my budget and the time required suited me and so I signed up and started training three times a week.

I obtained my Weight-shift NPL license in March 2015. What a learning curve what a new world and what a sense of self-fulfillment and achievement it was.

Andy had a beautiful trike available for purchase (what's the use of learning, getting a license but not having your own plane) a Ferrari-red Aquilla ZU-DFT with a Rotax 582 available. I bought it and started to train on it.



Flying is actually within the reach of many, but most people do not realise that it is affordable. My costs were:

- Used 2003 Aquilla trike in excellent condition with low hour engine: R85,000
- Medical, radio course and other sundries: R4,000
- Training time approx 45 hours including

- solo time: R52,000
- Final testing: R2,000
- Total approx. Cost: R143,000

The cost to become "a free man and feel seriously lekker": priceless!

Of course hangarage, annual inspection and fuel come into play, but these are not expensive in relation to what you get. A Hours' flight would set you back around R180 in fuel. Insurance is cheap and much less than what you pay for your car.

After completion of the WCM NPL, Andy had more to offer: how about continuing with an LSA license? Well, I was on a roll so what the heck. Stepping into his Cheetah 912S ZU-EIX fixed wing was another world altogether, and extra axis to contend with, more checks, more speed and more instruments felt like a set of daunting tasks. "you have a license for a trike, why not stop there?" Well, I discussed it with my wife Dedre, and she gave me her support. "Carry on; you love the whole flying thing so much". That was easy... thanks my meisie!

Another 40 hours later I collected my license from RAASA on 20 August 2015. My company purchased the very plane I trained in and EIX was ready for take-off. The plane is used to visit customers and to treat them to scenic flights. It has been good for building business relationships.

The plane, a 2006 Rainbow-Skyreach Cheetah with an almost new 912S 100HP engine, cost around the price of a basic Toyota Fortuner when buying used and in top condition. How many Fortuners were purchased in the last ten years? Many tens of thousands, so there are plenty of people out there that can afford these aircraft. Purchased new they cost more, "you pays your money and you makes your choice."

Born To Crawl ...

My wife Dedre, my daughter Sia, myself & my son Sven



... I learnt to fly!

Andy is a top notch instructor with more flying experience in hours than my youngest kid is old. I was lucky to have been trained by one of the best in the business, and this has made me a safe and observant pilot. Besides being a top instructor, he is a pleasant and honest person who has lots of patience with slow learners like myself.

Thanks my friend!
Tim Bouwers

PRECAUTIONARY LANDINGS

1. **DECISION**
If any doubt exists as to the advisability of continuing flight then make the decision to carry out a Precautionary while the aircraft is still under full control, with enough fuel and with sufficient visibility.

2. **AIRCRAFT CONFIGURATION**
Set up a low safe cruise speed which is your best rate of climb speed. e.g. 50 Mph with the bar in a neutral position

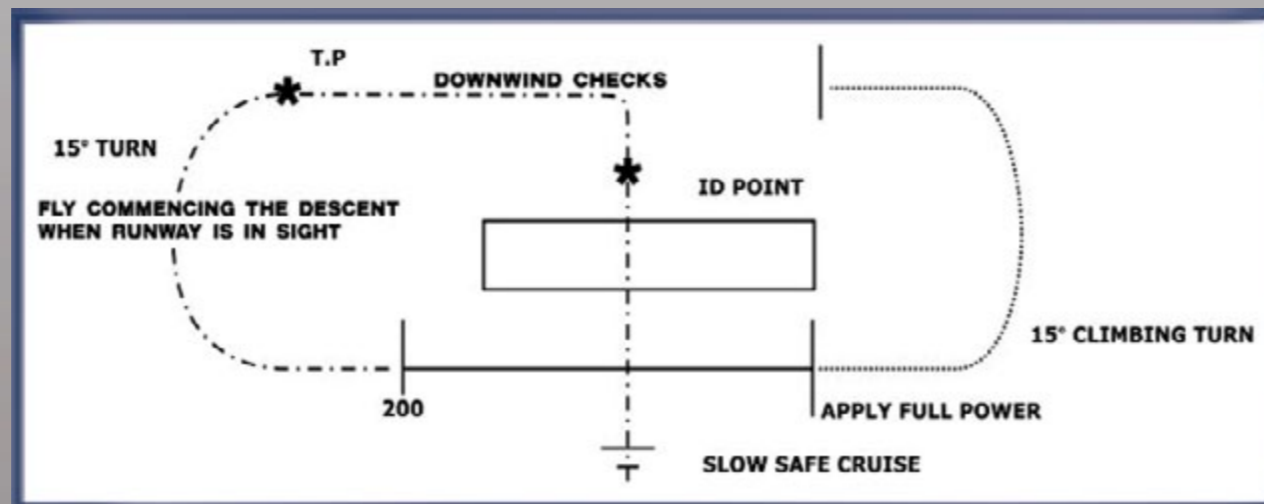
3. **FIELD SELECTION**
Search for a field down wind and down sun for an appropriate field taking the following criteria into account. (Down wind-cover the most ground in the shortest possible amount of time). (Down sun for better visibility).

- Criteria are Six S's :
- SURFACE WIND – Into the wind
 - SIZE – Long enough (±10 seconds)
 - SHAPE – Wide enough
 - SURFACE – Firm with no obstructions
 - SLOPE – Level or uphill
 - SURROUNDINGS – No obstacles on the approach or overshoot & Near civilisation

4. **HIGH-LEVEL INSPECTION (CIRCUIT ONE)**
After finding your field join on a left downwind at 500ft or 100ft below the cloud whichever is the highest and select an I.D. point and turning point.

The high level inspection is carried out at 200 feet agl to the right of the runway and we look for the following:
Obstacles on the approach and over shoot
Length of the field
General suitability Re: Surface & Obstacles on the field

After the high-level inspection, you can do the Pan call and follow the same format as a mayday call.



5. **LOW-LEVEL INSPECTION (CIRCUIT TWO)**
Carried out at 50 feet agl and we look for: Ruts, Holes & Rocks
We also select our landing point/aiming point

At the turning point, 45 degrees to the runway we will carry out a 15 degree turn only commencing the decent when the field comes into view. We descend to 50 feet and fly to the right of the runway for a better look at the field looking for ruts, holes and rocks in the field.

At the end of the field, we apply full power and climb straight ahead to 200 feet agl before commencing a 15-degree climbing turn back to 300 feet agl.

6. **FINAL CIRCUIT FOR THE APPROACH AND LANDING**
On downwind carry out your downwind checks.

At our turning point carry out a 15-degree turn only starting the descent once the field comes into sight.

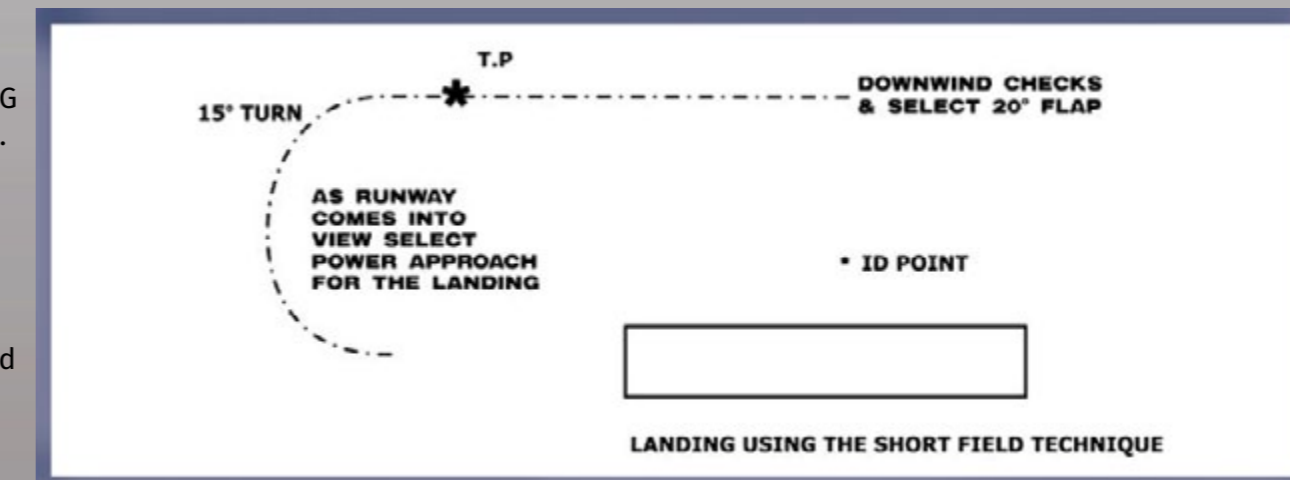
As the field comes into view, approach the field at about 55 Mph for the short field landing.

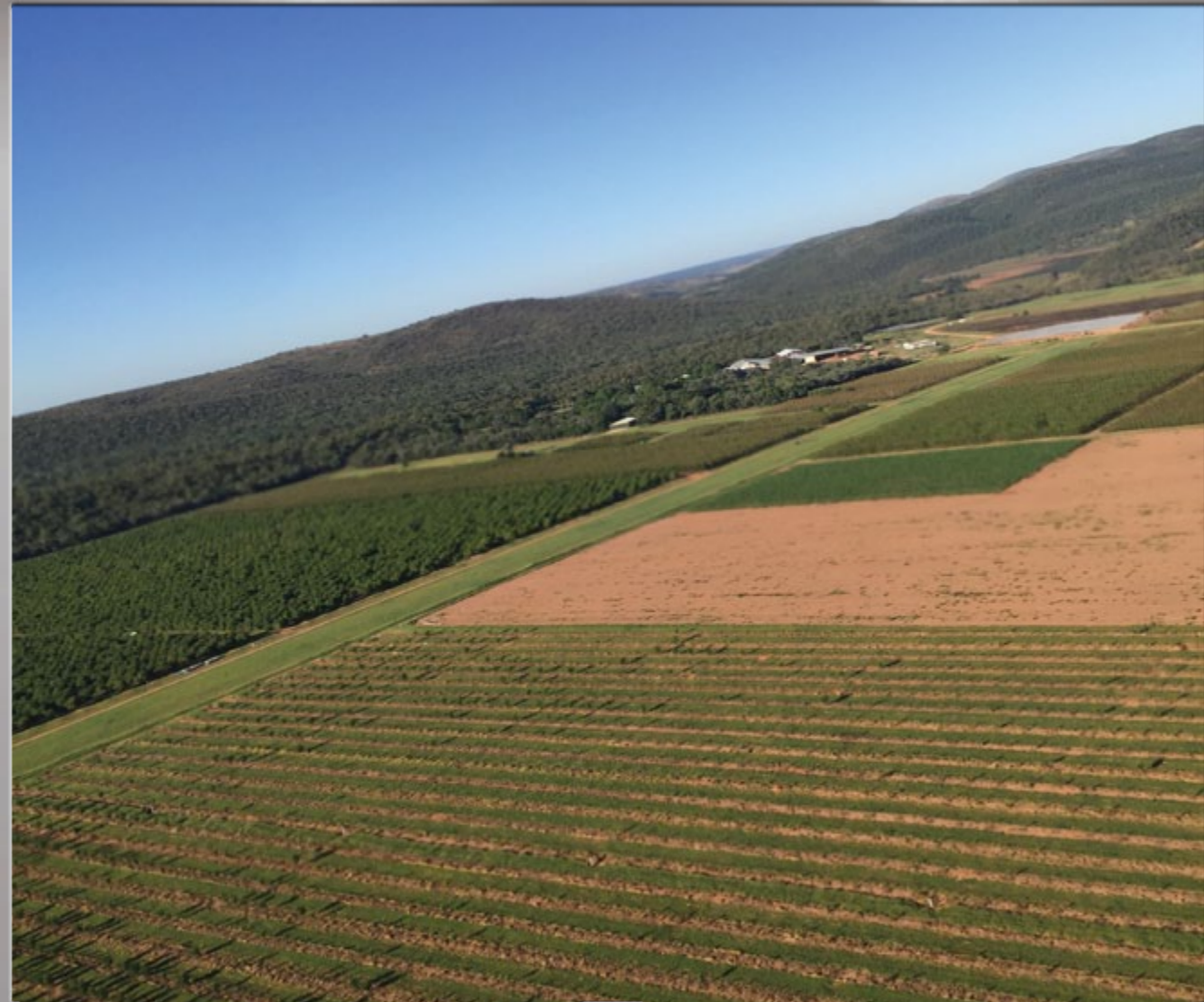
Approach the field with power and use the power to place the a/c on your selected landing point. Importantly remember to insure your airspeed is high for the landing.

At the turning point 45 degrees to the runway we will carry out a 15

7. **THE LANDING**
Land using the short landing technique, which is a powered approach.

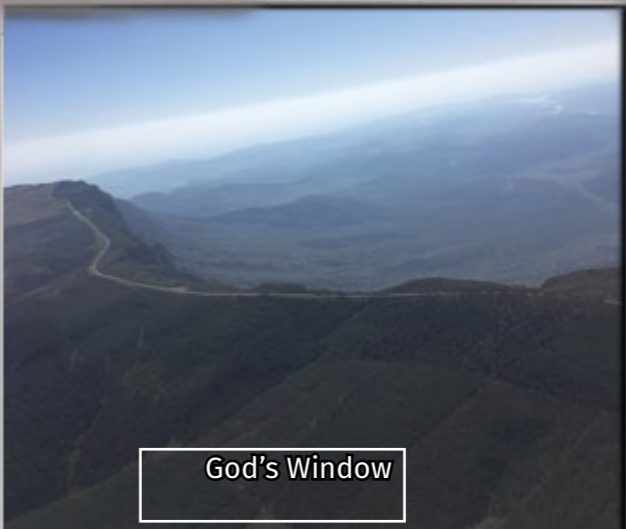
On touchdown apply full brakes to limit the ground roll and evacuate the pax, secure the a/c do not taxi, and report to your Flight School, ATC or SAPS.





Bufland: Dit is 'n runway op 'n plaas bo die berge tussen Naboom en Vaalwater. Die runway is tussen perske bome gebou. Op 16 Maart het Johan v Heerden van Limpopo Flight School sy duel Nav gevlieg vanaf Potties na Bufland. Soos gewoonlik het van die ander trikes ook saamgevlieg. Pierre Viser het sy Aquilla oorvol gemaak, en toe sy Pax opklim het die petrol haar hele sitplek vol gemors. Op Bufland moes Pierre eers haar boude wat toe al aan die brand was van die petrol, met 'n sakdoek probeer afkoel.





Sally Bond het Ryno Viljoen's vuur aangesteek toe sy vir hom "Rhino Wars" gelees het. U moet haar nader manne!

God's Window

Numbi

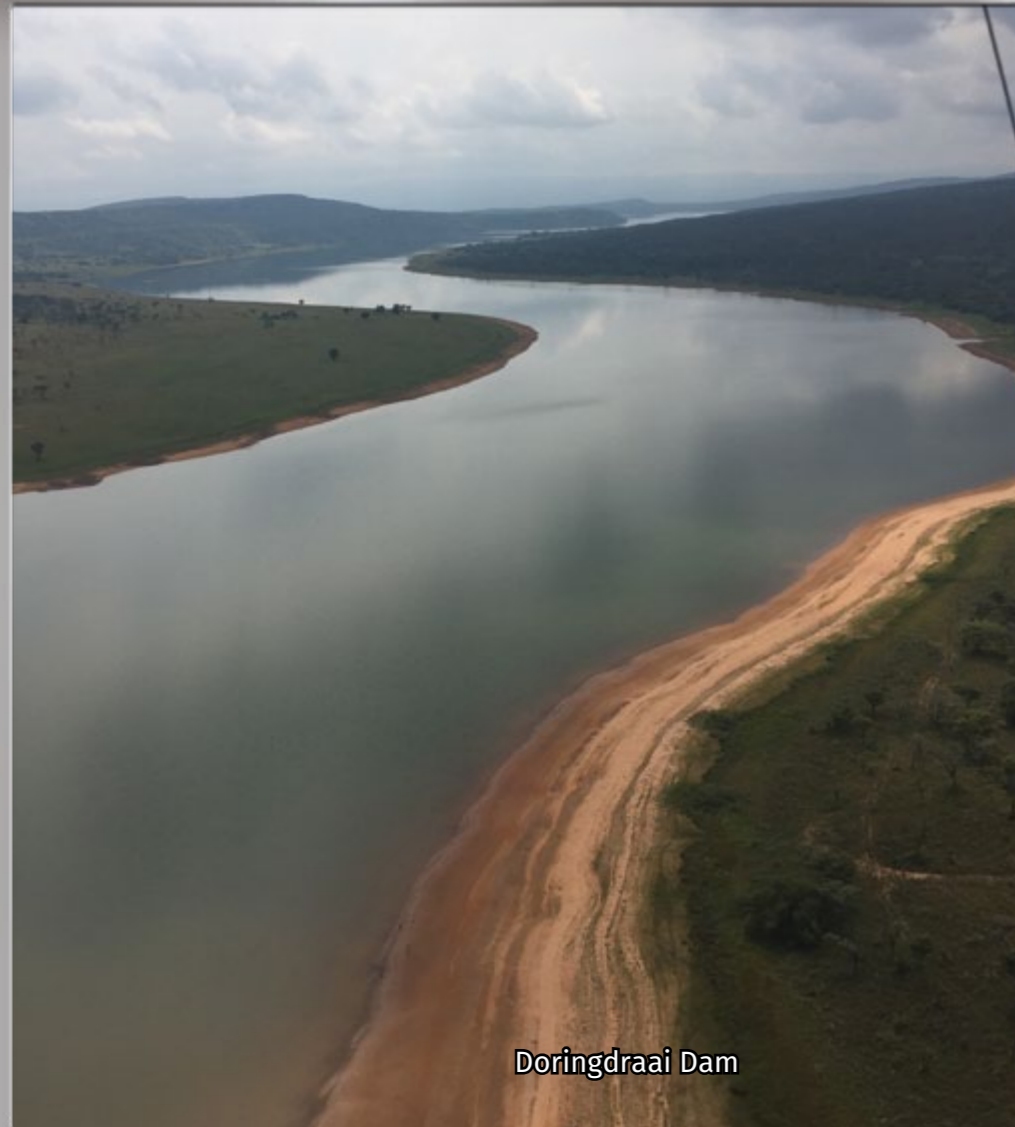
Sally Bond (links) het "Rhino Wars" vir Fanie Bezuidenhout en Pierre Visser (onder) gelees. Hulle het haar brand geblus!

Lorraine & Nico Willemse

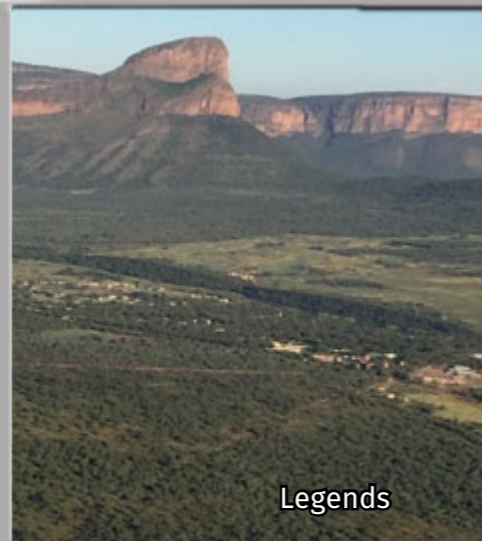
Mac Mac Falls

Kom Nou - Dis Tyd Vir Die Bosveld Haka

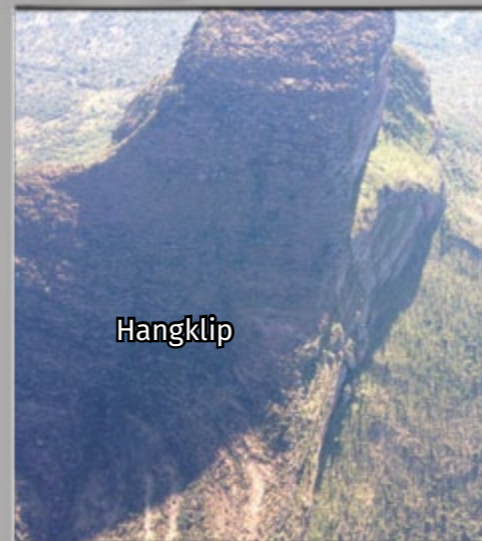




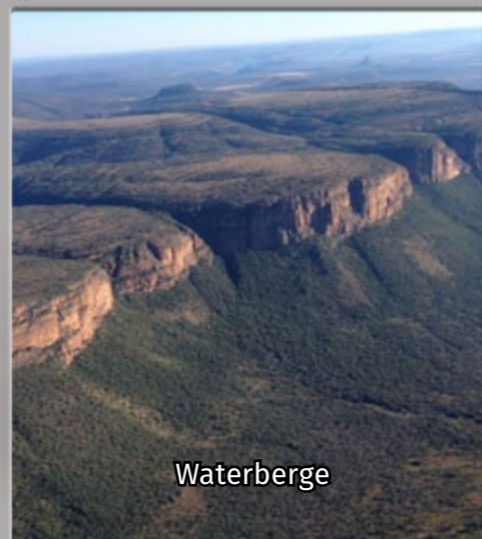
Doringdraai Dam



Legends



Hangklip



Waterberge



Sterkrivier



FEATURED MEMBER

Roger Brink lives in Mossel Bay. He is an Optometrist by profession and has his own practice. He holds a CPL with an IF & Instructors rating. He is the Mossel Bay Aeroclub Chairman and also a current MISASA member. Roger is married to Helen.

When and where did you start flying and on what aircraft?

I started my PPL flight training in April 1996 at the then Cape Flying Services located at the George Airport. My PPL training was done on a Cessna 150.

What is your favourite aircraft to fly?

This is always a very difficult question to answer as I really enjoy flying pretty much any aircraft. However, having spent a good number of hours in various Cessna aircraft, including my Cessna 172 RG, I would have to say that she rates pretty much top of the pops. However, the Cubby (tail dragger) has perhaps provided me the most Fun Flying, while at the same time teaching me more about flying than all the other Cessna aircraft.

Your most memorable aviation experience?

Once again a very difficult one to answer as there are many. My first solo at George Airport in the Cessna 150 ZS - NRY must rank as been pretty much at the top. Then doing my first real live IF let down at George Airport once again and finding the runway also sticks out. My first solo landing in the Cubby at Tempe when ferrying it down from Parys together with my young son was also a yeehaa experience. Not to mention my first and only at this stage, PTAR, together with my wife (a non pilot) as navigator was truly an awesome experience.

Your scariest aviation experience?

Weird as it may seem one that springs to mind is while on one of my first solo sorties to the GF in a Cessna 150 and practising steep turns, I flew threw my own wake and the aircraft shook and buffeted like crazy, scared the wits out of me. Needless to say my instructor had a good laugh when I told him.

What advice would you offer potential aviators?

Practise and practise some more! Fly the aircraft; do not let it fly you. Read! There is so much information out there and the more you read and can put into practise the better. Listen to those who have the experience. Experience in most instances comes at a cost, some sort of cost, and if you can get the experience by listening and taking cognisance of another's experience, it is money for jam.

Do you have a pre-flight ritual that you can share with us?

Start at the beginning and work all the way through. Do not let anybody disturb you, and if that does happen, start again. Lastly a final walk around before getting in and starting up is a great practise.

Aviation Bucket List? And if so, share a few with us....

Too long to mention! I am really keen on flying Tail Draggers and thus would love to one day fly a Cessna 180 and a Piper Super Cub.

What motivated or nudged you to learn to fly?

No real nudging was necessary; I had the disease from a very early age. Flew control line models and then Radio Controlled models at school. Also did some right hand seat flying with my father in a Cessna 172 during my last years at high school. So it was just a question of time really. When finally I had the financial ability I started the PPL.

How would you encourage other people to learn to fly?

In essence one needs to be exposed to aviation. Some of us are exposed at an early age and the passion ignites and starts to burn. Others perhaps need to be nurtured a tad more. Perhaps pilots should strive to get youngsters into the air whenever possible thereby planting a seed.