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From the Apron....

September 2013 – Issue 7

"When a prang seems inevitable, endeavour to strike the softest, cheapest object in the vicinity, as slowly and gently as possible."

Dear Members,

Bundy's Pic of the Month!



"Why I Fly" a photo taken by Rudi Venter near Middleburg on 4th August 2013

MISASA, the CAA & the ARO's role in Enforcement:

As many of you will already know, this past month saw a discussion come up surrounding rumours of an enforcement case that was filed against a member for using the well known Escourt Shell Ultra City along the N3 in KZN. I do not want to re visit what has already been said, but if you are not aware of the details that sparked the debate, you can view the thread here: <http://www.microlighters.co.za/viewtopic.php?f=1&t=21595>

The simple fact is that at this stage of the game, there is little to no role that the ARO plays in the enforcement side of aviation. The contentious issue remain solely the CAA's responsibility. Using this unfortunate event as a catalyst, John Boucher has managed to make some inroads and open up the channels for communication between MISASA and the CAA Enforcement division to allow us to have a better understanding. MISASA is convinced that a more open relationship with CAA, when it comes down to matters of discipline, will be a far better way to go about the enforcement of the CAR's than the current way these issues are handled.

As we made clear during the discussion that transpired on "ML", it is not MISASA's goal to interfere with an enforcement case. If wrong doing is proven then we will not argue the CAA's decision as it may be. The role we want to play is a consultative one, whereby at the beginning of any investigation, we as the ARO are at least notified of the alleged transgression so that we can:

- 1: Assist the Member with his/her written responses or submissions to the CAA if that member requests such assistance.
- 2: Use the circumstances and known facts around the case to formulate a notice or warning as the case may be, to our other members. So that in the long term we can prevent those others from making the same mistakes.

If this can be proposed and implemented, it will result in a situation where the CAA can bring to book those who regularly flaunt the laws but at the same time create a very useful tool whereby the ARO can improve safety and the conduct of it's members in the long term through the sharing of information. It would be, I believe a "win win" situation for us all.

The CAA has committed to a meeting with members of MISASA's EXCO to be scheduled at the soonest available date for both parties so that this can be discussed, and hopefully pave the way forward for a more inclusive role that the ARO can play in future enforcement matters. I will keep you all in the loop as to how MISASA progresses in this issue. We thank John for his concerted efforts in this regard.

Candidates Shortlisted for new DCA position:

It was recently announced that the following persons were on the "Short List" to fill the vacant position of Director of Civil Aviation.

Mr Peter Butie Mashaba
Mr Sipho David Msikinya
Mr Tshepo Daniel Peege
Mr Frans Gaoloaloe Modiroa
Ms Poppy Khoza (Current Acting Director)

I'll be honest...your guess is as good as mine, but the comments by a member of Avcom seem to hold true, and I could not agree more....

"IMHO the DCA should be both a pilot and an (Personal) Aircraft owner. That way, whatever decision they make, it affects them as well"

Most of these candidates have a background and experience from within SAA. Yes... that's the same local airline that now owes the State (The Taxpayers) around R40 billion due to mismanagement. There does not seem to be a whole lot of enthusiasm being displayed from those in the know about the above prospects. A breath of fresh air and a new positive future for aviation? Or just another cadre deployment? Time will tell I guess....

Tedderfield 2014 Sub Committee appointed:

I did announce this some time back on Microlighters, but for the benefit of those members who do not frequent the forum, MISASA has appointed the following volunteers who will be tasked with the organising of next years event which will take place over the 7th-9th Of February 2014...

Tedderfield Sub Committee:

Marius Nel (MISASA Events)
John Boucher (MISASA PRO internal)
Gordon Howell (FATA management)
Alan Mackenzie (MISASA Publications)
Alan Hussey (MISASA PRO External)
Brett Hickman (MISASA Treasurer)

Please watch the thread on Microlighters for regular updates as we start our road to Tedderfield. For further enquiries please contact me directly at pro@misasa.org
I hope to have the provisional program ready by my next edition of the NL....save those dates chaps, the main event will be on the 8th!

MISASA going South....and North!

Don't worry, we are not about to "liquidate"! Far from it...☺

With Tedderfield now firmly established as MISASA's "Flagship" event, I recently asked for input from our membership to possibly host some new events outside of Gauteng. After various ideas and suggestions went around the table, the Committee identified East London as a good central and coastal location to try and expand our interests and give the members from further afield a chance to benefit from an event hosted within flying distance.

In addition to this, we will be arranging a 2014 MISASA fly in at Mokopane (Potgietersrus)...planning is at a provisional stage so I will keep you updated a little closer to the time.

TECHNICAL - A Note to all Aircraft Owners! (by Rowena Kraidy)

Note to all aircraft owners (and of interest to APs):

It has come to my attention that services and periodic inspections are not being done correctly. Please make sure that these are adhered to as it will count against you should you have an insurance claim. Aircraft, engines and propellers each have their own maintenance and/or inspection schedules. Maintenance and inspections have to be done as and when it is required by the schedule.

1: **Airframe** - The airframe has a service and/or an inspection schedule. Please make sure that the relevant inspection and/or service is done at the required intervals. Make sure that they are logged in the airframe logbook with what was done during the inspection and/or service.

2: **Engine** - The engines for CCM and LSA have a mandatory 50 hour service when used in a school. The WCM have a 25 hour service requirement. Engines used on aircraft used in their private capacity, must adhere to both the service and inspection requirements of the relevant engine's maintenance schedule. Remember some engine parts have hourly requirements and others have time related requirements. Please make sure you are not flying with engine parts that have expired due to their age. Some services have hour requirements and others have time in service.

3: **Propeller** - Believe it or not, propellers have schedules too. Please make sure that these are adhered to as well. Remember, it is not your AP that is going to fly your machine, you are. Let's make it safer just by being more vigilant. If you don't know, or don't want to know, about these things, please just make sure next time you have your aircraft serviced and inspected that both criteria have been fulfilled. You as owner of the aircraft are ultimately responsible for its safety and airworthiness.

Lets make it safe our there. ☺

Feedback on the Incorrect NPL Exam Answers:

As you will recall from last month, there was growing concern over the amount of incorrect answers on RAASA's database of questions. Our Chairman Donald Hicks has been taking this matter up with RAASA on our behalf and through the correspondence that has taken place, RAASA has requested that a meeting be scheduled with MISASA's representatives to outline and correct the discrepancies. With no less than five instructors on our EXCO, I feel we have the right personnel on board to solve this issue. I will be in a position to inform you all of the progress once the meeting has taken place. I must say that RAASA has been very open to consultation in this regard and it is good to know that the good relationship we have with our Recreational Authority continues to go from strength to strength.

Spring is in the Air...(By Alex Rudd)

Yes for sure.... it's that time of year again and many may ask what exactly do I mean?

Well, the winter is slowly but surely asking for time-out, the sun rises a little earlier every day, my fingers are not blue and frozen after 2 hours flying and we all have the urge to take to the sky! (Did we ever lose it?)

Well before you mount your trusty steed, you may want to give her a quick check over. Take the plugs out, turn the engine over a few times. If the battery is low, put it on the charger while you are present. (I repeat while you are present! We nearly lost six trikes in a communal hangar last year when the charger had a short circuit and nearly destroyed all the planes!)

Check v belts and pulleys for rust and tension (503) and water level and antifreeze status as well as Rotary valve oil on (582) and don't forget the Radio that has spent the last 3 months in the cold or in a drawer with a flat battery? The newer Air magic sets may call for a set of new batteries as they only last "so long".

Drain the fuel and dispose of it in your car or bike as it may be down to 40 octane instead of 93 or 95. The oil may have started separating by now (in the case of premix) – the auto-lube may be filled if not full.

Check the prop for tracking and cracked hubs, old Warp drives suffer from that dreaded disease....

Air-filters can do with a clean-up as well as the float bowls and jets. Check if the jets are blocked and or discoloured which means a good clean-up is necessary.

A good time to inspect the fuel lines, not hard and brittle and the crankcase breather port not too soft, replace suspect lines and fuel filters as you may need

Tyres and tubes, check tyre pressure as well as tyres for cracks, good time to check wheel bearings and shocks as well.

The wing needs a good clean. Try to stay away from detergents as every wash may cost you one year of wing life! replacement wing is about R25K!!

Last but not least, a ground run. She has stood resting for a few months so nothing wrong on running the engine in as per Rotax manual. Check temperature on coolant as well as EGT's and CHTs.

Does the engine perform as expected? (on the mod 90 Rotax be wary of a cold engine for cold seizures)

When all is done plan your flight, most importantly, the weather! Times are changing and sudden wind may cause havoc – check and check again, it always better on the ground than being in the air and wondering how you are going get there???

Fly safely everyone! ☺

Alex

The MISASA “Member of the Month”

The member of the month is randomly chosen

Every month, we will randomly select a membership # from the database and send that person a short questionnaire. Should they be willing, we will then publish their feedback here in the Newsletter so we can all get to know each other a little better. If we do not get a response from the randomly picked person, then Thelma or John will choose a member at will.

We have seen some awesome demonstration flying from him and he is a firm supporter of the Tedderfield event. I have always perceived him to be a real gentleman with his soft tone of voice, one wonders if he can ever lose his temper. A firm favourite pilot and friend to many!

This month's featured pilot is: **John Waterson**

1. What do you do for a living?
Build and sell aircraft.
2. Favourite aviation movie or song or both?
Coast to Coast
3. Do you have an aviation hero or actor?
Mike Blyth
4. When did you start flying and in what aircraft?
February 2000 – Aquilla/503 Trike
5. What is your favourite aircraft to fly?
Savannah S
6. Your most memorable aviation experience?
Flying Namibia in a Trike
7. Your scariest aviation experience?
I got my controls confused on finals. Had just taken control from a customer who had got his approach wrong. The controls were different in his aircraft. When I pulled what I thought was stick back, the nose dropped. I had in fact pulled throttle back and had a 1 second moment of panic. One second is an awfully long time when your nose is pointing at the ground on finals 100 ft of the deck. Beware the muscle memory thing, especially when you reach 50 years and older!
8. Enige advies vir opkomende lootse?
**As jy jou eksamens klaar geslaag het, dan begin jy eers leer.
Jy moet jou vliegtuig leer ken.
If you want to push the boundaries, push them a little bit at a time within your capability and that of your aircraft.**
9. Het jy 'n “pre-flight” ritueel en kan jy dit met ons deel?
Ek dink dis beter om jou preflight so nou en dan te verander. Begin by n verskillende punt op die vliegtuig. Miskien sien jy iets wat jy voorheen nie sou gesien het nie.
10. Lugvaart “Bucket List”? Deel van dit met ons asb....
Fun n Sun & Aero Friedrichshafen. Tours of Southern Africa including Mozambique, Zambia, Kenya, Namibia, Botswana, Angola, Malawi and Zimbabwe. Fly in a Spitfire. Do some game tracking.



The “Solo Wall”

Here are some recent soloists from all over the country! We welcome them into our crazy world.



Robbie Shaw
Aquila 582
03/08/2013
Microland (Skyriders Flight School)
Instructor: Mervyn Reynolds



Dawie van der Westhuizen
27/07/2013
Leading Edge Flight School
Instructor: Deon Kraidy

Please send me your details guys! I ask all Instructors to send me those “look ma, NO HANDS!” moments every month!
pro@misasa.org

Accidents and Incidents:

The following were the reported accidents and incidents for the month of July 2013 involving **NTCA's available off the CAA website at the time of compiling this NL**. Please note that although there is a description of the occurrence in some cases below, the investigations are still pending and should not taken as fact until the reports are finalised.

02/07/2013
Flight Design CTSW
ZU-DRE
Bloemhof Private Strip
Fatalities = 0

During final approach for landing runway 25, pilot encountered a gust of wind from the right, a/c veered off the runway and nosed over.

08/07/2013
Jabiru J230
ZU-ESR
FS Boschhoff
Fatalities = 0

During an attempted landing on a private aerodrome the pilot encountered a strong crosswind which blew the a/c over on touchdown.

13/07/2013
Piper J-5 Cruiser
ZU-FRB
FAEL
Fatalities = 0

Propeller struck the runway surface after the nose gear collapsed during the landing roll.

12/07/2013
Ibis Magic
ZU-IBS
Krugersdorp
Fatalities = 0

During a hard landing at Krugersdorp the left wheel assembly severed from the strut, aircraft veered off the runway and left wing made contact with ground

16/07/2013
Vans RV-7A
ZU-FVY
Baragwanath Aero
Fatalities = 0

Aircraft crashed under unknown circumstances while engaged in circuit work at Baragwanth aerodrome. Pilot was admitted to hospital.

20/07/2013
Renegade Spirit
ZU-BEN
Grobblerdsdal
Fatalities = 0

Engine failure in-flight, forced landing followed, landing gear as well as the wings were damaged.

19/07/2013
Sling
ZU-TAE
Tedderfield Airpark
Fatalities = 0

Pilot lost directional control during landing at Tedderfield due to a flat tyre, the aircraft veered off the runway and the nose landing gear collapsed.

22/07/2013
Sling 2
ZU-FYP
FAPE
Fatalities = 0

Student pilot allowed a/c to bounce on landing rwy 08 and the nose landing gear collapsed. Training flight.

Magazine Matters:

As 'ol Bob would've said... "the times they are a changing" folks. It has been many months since we last sent out the Magazine to you all. Our Editor is a busy man and the work/time pressures coupled with the lack of content received from you the member have made the EXCO re think the Magazine idea.

It has been decided that instead of sending out 4 Mags a year, (which we at this stage simply cannot), we will rather be producing a Microlight "Annual Manual" which will be approx the same written content length as the 4 mags but will have a vastly different layout.

MISASA has never produced an "Annual" and we think this will be a great item for the members to have as we plan to publish content that focuses on AP's, ATO's, Manufacturers and aviation suppliers alike. The Chairman's report will be included as well as a few stories and trip reports (if you send them!!). Please assist Alan Mac by sending him your article's so that we can fill this new annual with enough informative content.

AP's can write up a summary of their services, where they are located, what types they are rated on etc etc.
ATO's can give us a short history of their establishments as well as what sets them out from the rest... Please include photos, an airfield layout perhaps, even a list of your instructors?
Likewise, any Aviation suppliers and aircraft manufacturers can send in their product info and written reports on performance etc etc.

This really could be a "cover to cover" encyclopaedia of Microlighting! ☺



Tell us where you went, what you did, what you saw? We would love to share them and your related pictures with the membership. ☺

Please send Alan Mackenzie your content and Hi resolution pictures! (Please don't re size them!) to:

nemo@webo.co.za

This is extremely urgent!!!

We want to send this out in October. ☺



Photo of John Waterson's Savannah S @ Tedderfield 2012 by John Boucher

Events News:

Upcoming events:

Africa Cup:

The 25th anniversary of this fun filled event takes place from the 20th -24th September 2013. This promises to be a huge one and as I write this letter I see that the Hotel is already fully booked with at least 30 aircraft attending. Follow the chatter at: <http://www.microlighters.co.za/viewtopic.php?f=5&t=21439&start=75>

Ladysmith Flying Club Breakfast October 13th 2013:

Hi all aviators, the Ladysmith Flying Club is looking at hosting a breakfast at the Ladysmith Airport on the 26 October 2013. We will finalize the costs during the next few days. Let's try and get as many microlights, planes and helicopters to Ladysmith as possible!

For those of you who would like to make a weekend out of it there is a motel right next to the airport. We have got one of the most beautiful areas to fly in and it is within reach of most areas. Could the people who are interested in attending the breakfast please contact me by PM on *Microlighters* or Cell 071 1909 149

Regards, Shane

<http://www.microlighters.co.za/viewtopic.php?f=5&t=21682>

St Francis Fly in 28 December 2013:

All aviators (including trikes, gyros, and models) are invited to fly, drive, drop, cycle, walk or crawl into our annual St Francis fly in and fun day at FACF, Cape St Francis, Eastern Cape.

Full details will be posted closer to the time.

Regards, Barry Cunningham

<http://www.microlighters.co.za/viewtopic.php?f=5&t=21657>

Recently held:

Warmbaths Breakfast Fly In 24th August 2013

Hallo Almal

En die ou storie isas die weer mooi is, met geen wolke en wind dan is dit Maandag!

Ongeag die weer het ons nog steeds 20 aeries en 6 choppers ons vereer het met hulle besoek...

Maak nie saak nie, ons probeer weer 2014!

Dankie vir al die e mails oproepe en text messages!

Groete

Bela Bela Flying club



Please send me details on the Aviation event you want to promote to: pro@MISASA.org

Club news:

The Microland Tailwinds:

Work pressures, best man duty and the weather have really messed with my mojo this month but for Paul Mulder and the rest of the gang some good flying did take place during August. Numbi is on everyone's mind as they all make their preparations and the "gees" starts biting all who are heading off to the lowveld for the annual event. The 17th saw us all under the lapa for the usual beer or 12 and our club braai co-incided with the birthday of Fanie Deyssel, CFI Skyriders. 20 years of flying and countless students have had the privilege of his instruction and it was a special day indeed. I am just waiting for the sun and moon and all the stars to line up so I can arrange Episode 5....coming soon!! Please don't forget our next monthly Fly and Braai gathering (14th Sep!), everyone always welcome, come crack an ale with the Tailwinds! Don't be shy, cause we sure as hell are not.... See Microlighters.co.za for details. ☺ Bundy

Please send me your Club news chaps!

The Passion that drives us!

They say that Aviators are born, not made...We each have a unique path that lead us into the sky, and we all have our own reasons for doing what we do... but above all else, it is the passion for flight that keeps us gazing in wonder at the world above. A good friend sent me his story some time back and I decided to share this with you all. His name I leave blank for now, but there are enough clues within the tale itself to let you have a good guess....Enjoy! ☺

"The year was 1988. I had just finished my Standard 7 exams a week earlier, when my Dad informed us that we would be visiting his old-time friend, Willem Bester, on his farm east of Hendrina during the second weekend of December.

Times were good. After a couple of bad years on the farm, things picked up in 1988, and my dad bought us a new 2.1 L VW Microbus – Bullbar and all – and we set off for "Oom Willem and Tannie Marlene", in style.

Word had reached us that Oom Willem had been involved in flying this new thing called "microlights". Having loved anything that flies from my first memory, I will never forget the preaching I received at my tender 15 years of age on that trip down to Hendrina: "Moet nou nie die heelyd kerm om saam met jou Oom Willem te gaan vlieg nie. Dis gevaarlik!"

Being the good boy that I am – I didn't.

Later that afternoon, after lunch, Oom Willem convinced everybody to drive down to the field near Carolina – just to watch him flying this dangerous "kontrepsie" – so we did. I did not say a word on our way there, although I was secretly praying that my dad would relax on his stern approach.

After arriving at the field we witnessed Oom Willem fueling up, pre-fighting, and flying that Cosmos-trike with the pink and purple wing like a "bat of hell."

As he touched down - whisper smooth – my dad looked down at this 15 year old pimply dreamer and said:

"As jy saam met jou Oom Willem wil gaan vlieg – dis reg met my."

Imagine my walk in the clouds as I approached this little machine – knowing perhaps deep in my heart that I was about to experience the most formative moment of my life....

I remember it to this day and without going into details, the moment Oom Willem pushed that big pink and purple wing into the sky and I saw the beautiful summer-earth falling away from me under my right foot ... I made a pledge to myself. **"In my life time, I will fly microlights."** As we drove home later that evening, my dad commented that we had a great day. "We drove Micro buses, and we flew Micro Lights...haha"

Years went by..... I could never again grasp and experience the freedom I had so briefly enjoyed with Oom Willem, although I dreamt about it every night! Matric came and went, Varsity came and went, work came and went...marriage came and went.....

Through the trappings of life, somehow that memory of free-flight kept on haunting me in the dark of night, through the toil of career, and the despair of love lost.

Until eventually... again on a fateful day, I drove past Microland, for about the thousandth time on my normal route but this time I made a right turn and parked in the visitor's area.

Suffice to say that two days later, I went for my first lesson....

March 2008, aged 34, I finally took to the air. Hands on the bar, foot on the throttle and instructor in the back. Almost 20 years after Oom Willem introduced me to the freedom of micro flying, I was finally doing it!

Three months later as I took off for my first solo, my mind raced back to that day in 1988, and I remembered him – Oom Willem Bester - the person who introduced me to this magic!

On another fateful morning in July 2008, near the end of my training, I was instructed to go and pre-flight a plane other than the normal ones that I am used to.

A bit confused, I pushed it out of the hangar, a sense of trepidation over me as I glanced up at the wing and read: ZU-DLY.

I could see that this plane had not been flown in a while! My instructor walked up, explained that the plane's battery is dead, and proceeded to handstart it. As he got into the back, he revealed to me that this plane was called "geel kerneels." Now restored, its history entailed a cold seize and subsequent landing in a mielieland as well as a high-speed runway accident by a student at the bottom of runway 03 Microland. Broken wing...but repaired as you see it above you now by the good people at Solo wings!

I got into this plane, feeling most uncomfortable, took-off for a bout of circuit training and found to my surprise that it flies beautifully, despite looking sad and dirty? In-flight discussions revealed that she was a school-plane owned by an instructor who is going on to "blikke", and he wants to sell her.

After landing, I phoned this instructor, agreed on a price, and Geel Kerneels was sold!

Dirty and neglected, but MINE, despite not having my licence yet!

And so it came together for me.... "Man and Machine."

Since then, Geel Kerneels has been loved and kept – he eventually got a new wing "out of the box", and various other new major components, not to mention the constant love being poured over him.

I have since bought another trike, in January 2012. I thought to myself that I would sell Geel Kerneels once I am happy with the new plane, a refurbished Aerotrike Cobra.

I cannot do it.

We have been flying together for too long, over thousands of miles, without a hick-up? We have soared over the coastline, crossed mountains, fought turbulence and survived some hairy weather, we have camped down in storms, after some short landings in dodgy terrain....

The realised dreams of a 15-year old in 1988, and the willingness of a piece of neglected machinery to join in those dreams are too intertwined to ever part!

I will fly other planes in the future. But I will never let go of my first love: Trike flying, - and the Trike that gave me my yearned after freedom: "GEEL KERNEELS!"

Sadly, Willem Bester died in August 1999 near Worcester while instructing, after selling his farm near Hendrina to pursue his dream of owning a flight school. I think about him every time I take off, and I fly as best as I can in his beloved memory.

"Dankie dat jy my in 1988 opgevat het Oom Willem..... Ek WEET jy vlieg saam met my... Elke keer! "

A last note....A couple months after this was written, the author did indeed decide (not easily!) to part ways with his beloved "Geel Kerneels" and now flies a beautiful Cobra he has called "The Witchy Woman"...but just as he thinks of Oom Willem every time he flies, I'm sure he thinks of that trusty yellow Aquila every now and then too. ☺

Now that's passion people....

The Stirrer's Pot...

Lots has happened in the last couple of weeks and it seems that we just as progress is being made, then a new curve ball is tossed out way as aviators. We obviously strive for as little regulation as possible but it seems that SA must be one of the most regulated countries around right now and there are obviously more to come. Our interaction with CAA Legal will possibly be one of the biggest steps forward in resolving many issues and I truly hope that we can amicably resolve these stumbling blocks posed for you the avid recreational flier. Legal has indicated their willingness to meet with us and will propose a date shortly as the head of this department is preoccupied for September. This meeting will be with all persons of this department as to pave a way forward for a more positive manner in resolving future issues.

Our membership totals have grown close to the numbers that we conservatively predicted at the Aeroclub AGM. This growth has however disgruntled one or two other sub-sections that had been incorrectly "drawing" membership by other means. By rights, they were not honouring the MISASA ARO status. It does still however remain the member's responsibility to join the appropriate sub-section.

I have always had this insatiable passion for aviation and tying in with the story – aviators are born – not made!

As a very young lad, I was always close to aeroplanes or the likes. To be honest, there was always an aeroplane either in my room, out in the garden or even just a photo of one in the midst to kindle the love of/for flying. My dad having served in the SAAF in WW2, having worked on most aeroplanes we only watch in awe at airshows, I definitely got some of those genes in me! The age we live in, one is "Spoilt for Choice" if I can use Alan Mac's slogan. Building Airfix/Revell/Tamiya model aeroplanes, flying balsa creations with "Baby Bee or PeeWee" engines or walking into a toy shop, one is bombarded with selection. The kids of today have these option at their disposal. It is however up to us to nurture this passion or introduce them to this love of flight. I have always said that if a child is at an airfield and he doesn't look up at a passing aeroplane, then there is something wrong with him ;-) Eish, I'll get "klapped" for that one I'm sure.

That being said, our daughter recently came home from school where she told with excitement what the Grade 7's were building out of ice-cream sticks. Well, she is only in Grade 3 now but the sparkle in her eye got me onto a project for her. We had to build the Golden Gate Bridge.... The popsicle sticks were bought and the project started with gusto. Soon, the eagerness waned from her side when she saw how much one really had to do to get this structure technically correct and as close as to the real thing as possible. This got me thinking... why not build a model aeroplane out of no more than popsicle sticks, sosatie sticks and toothpicks? Some of my friends on Facebook have been following this project and I am almost complete with it now and will in the next newsletter share the end result with you. The idea is to show your kids, use a basic plan, teach them to construct or manufacture and then see the final product. My project may only be built for an honorary spot in my pub – the Stirrer's Cockpit, but it wakens up the urge to want to design and ultimately build a creation of my own. Bearing this in mind, one can only admire chaps like Mike, James, Jean and the team at the Airplane Factory or gents such as Doc Frans Grottepas (OupaG) and the likes for the projects they embark on and the passion they share with us.

Thinking of the pioneers of flight, it is up to us to keep the aviation passion alive ... even if it may only be with an ice-cream sticks... Safe flying to you all – **John Boucher**

That's all for now folks

Till next month....

Keep it real, keep it safe & Blue skies to you all!

Kind Regards, ☺

Alan "Bundy" Hussey

MISASA P.R.O. (External)

