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From the Apron...

October 2013 – Issue 7

"Flying a plane is just like riding a bike except it's a lot more difficult to get the baseball card to stay in the spokes"

Dear Members,

Bundy's Pic of the Month....



Gary the Tooth Fairy aka "Gaylord" at Africa Cup 2013

MISASA MEMBERS - Win a trip to OSHKOSH 2014!!!!

A lucky draw will be held at Tedderfield 2014 and all YOU as MISASA MEMBERS have to do is to be PAID UP & CONFIRMED MEMBER for the year 2014 as at the 8th February 2014!!

This is a fully inclusive trip to Oshkosh (airfares, airport taxes, tented accommodation with breakfast, transfers to and from O'Hare Airport Chicago), excludes VISA (+/- R1500), EAA membership (about US\$ 50) & Airventure Entry fees (about US\$ 150)

Prize is not transferable!! Prize cannot be exchanged for cash!! If you cannot go, then there shall be a re-draw for all eligible members!! The winning member will be expected to provide us with a short story of his/her experience and obviously photographs as well. The draw is subject to an independent and approved auditor. Terms and conditions apply!

News from RAASA

Part 141 - Circular to Aviation Training Organisation owners and managers conducting flight training in terms of Part 62, Part 68 and Part 69

Purpose of circular: to advise ATO operations on the future inspections of ATOs for purposes of continuous compliance and renewals of certificates.

As part of the functions of RAASA to discharge the audits and inspections, both Ad-Hoc and scheduled, the SACAA has agreed on the detail of such inspections with RAASA, and has agreed on the applicable forms and procedures. In line with this process, RAASA shall commence with these inspections during as of March 2013, and the attention of owners and managers are drawn to the following:

1. The application for renewals of the applicable ATO's shall be made directly to RAASA, accompanied by the relevant forms and payment as prescribed in Part 141.
2. RAASA shall receive the previous inspection forms the SACAA in order to maintain continuity.
3. On receipt of the application no less than 60 days prior to the due date, RAASA shall contact the relevant ATO, s to confirm the time and date of said audits.
4. On successful completion of annual audits, RAASA will issue the ATO permit and Operations Specification to the ATO.

NB: This notice shall only apply to ATO's that offer Part 62 or 68 or 69 training exclusively, whereas ATO's offering training in terms of Part 61, or a combination of Part 61 together with Part 62 shall remain under the authority of the SACAA.

Regards, Pierre Laubscher (Operations Manager, RAASA) pierre@raasa.co.za

CAA December closure dates:

Please note that the SACAA will be closed for the festive season from 12h00 on the 20th December and will re open for business on the 2nd of January 2014. Please conclude your business with them timeously to avoid dissatisfaction everyone.

Feedback on the Incorrect NPL Exam Answers:

Slow progress on this front but RAASA has issued the following Aviation Circular: RAC C01/09-13

http://raasa.co.za/pdf/RACG01_09.pdf

From the above....

"In an effort to continuously improve the service by RAASA we have identified the need to revise the content of the online exam system. This was further highlighted by the MISASA committee raising the issue and the need to add and re-think questions contained in the exam data bank.

To this end, we are fortunate to have one of our Senior Instructors, Chris Badenhorst who has agreed to facilitate the process. Chris will be researching study content currently in use in the Part 62 Industry. He will set up meetings with instructors and ARO committees, and advise us on the requirements."

Report back from the latest technical meeting

By Rowena Kraidy

AP insurance

Aero Club was having trouble negotiating with the underwriters to continue the AP Scheme's insurance policy. The problem was that the AP scheme was initially designed to cover AP's not doing annual inspections and work for monetary gain. The insurance policy now only covers approved persons who work on a "cost recovery basis", e.g. time, accommodation, spares. They were unable to negotiate a lower excess, and the excess now stands at R90 000.00 per incident. Approved persons working under an AMO are not covered by the AP insurance policy held by Aero Club.

The AP insurance underwriters is being moved - the current underwriters no longer wish to underwrite the risk as they believe the scheme is more commercial than divulged by the AP's and we must make a definitive decision as to what is considered a level after which it becomes Commercial and the AP insurance will not cover. The AP scheme intention is to provide a cost effective cost recovery service to recreational and sport aviators whom wish to have their aircraft inspected and maintained in an airworthy condition and mostly for NTCA type aircraft.

There is much debate but in the past a figure was put in place that was considered fair cost recovery and travel cost recovery. If this figure is exceeded then it is a commercial operation and alternative cover will be sort similar to that of an AMO.

We must set a financial level linked to CPIX that is acceptable.

We as the industry should set a base maximum for "non profit" inspection fee and hourly labor rate must be set per aircraft type. If we do not do this the AP scheme will require insurance cover as per any AMO. The reality is most AP as far as I can see do not understand cost recovery and also are working for commercial gain. I would like to request that all approved persons out there please answer the following questions for me, so that we can give Aero Club feedback on how our industry works:

Rate for Annual inspection:

1. Trike
2. CCM
3. LSA

Labour rate charged for work done/servicing:

1. Trike
2. CCM
3. LSA

The reason for this request is so that we can establish a fair practice amount for approved persons to charge for their efforts allowing us to call work done on a cost recovery basis. If we can't get this right, the insurance will not cover the approved persons and everybody would have to take out their own insurance as if they were running an AMO. I appeal to every approved person to help me with this. If we don't go with a proposal, there will be no further negotiations.

TRAINING ATF

An initial training ATF for Part 61 and Part 62 training must be obtained from CAA. RAASA can only renew an ATF for Part 62 training aircraft. All training aircraft to be put into schools to be used as training aircraft, Part 61 and Part 62, have to be inspected by CAA for the initial training ATF. Aircraft used for owner training for Part 62 only, do not require an inspection.

New AP applications

There were 7 new AP applications this month.

RAASA ATO

RAASA is in the process of opening up a technical ATO so that official training courses can be held for approved persons. All courses done at the moment by companies, do not hold water as they are not training facilities. However, companies will in future, be able to submit their course material and once accepted by RAASA, it will be deemed an official course done under the ATO. APs will then be directed to the relevant companies so that they can then be certificated correctly by RAASA and these courses will then form part of their experience gained towards getting their AP ratings. The first one online will probably be a composite which will be proposed by Mark Howse.

INTRODUCING....

MEMBER OF THE MONTH

Jean Crouse
Barrydale

1. What do you do for a living?
My profession is a tree surgeon / arboriculturist, but my occupation is building aircraft. I build and refurbish a variety of kit aircraft, both locally produced kits and from overseas suppliers
2. Favourite aviation movie or song or both?
"Mercy Mission – Rescue of Flight 771", which by the way is a true story. On a lighter note, "Those Magnificent Men & their Flying Machines".
3. Do you have an aviation hero or actor?
Charles Lindbergh
4. When did you start flying and in what aircraft?
*1996 in a Thunderbird Ultra-light.
1997 – converted to a Bushbaby and done my tail-dragger conversion at the time.*
5. What is your favourite aircraft to fly?
Without a doubt, the Bushbaby tail-dragger
6. Your most memorable aviation experience?
When my friend Kobus de Wet, (RIP), arranged a flight in a Harvard for me at Swellendam airfield.
7. Your scariest aviation experience?
My first forced landing, which was in the karoo veld, due to a broken crankshaft (Fortunately it was in a tail-dragger!)
8. What advice would you offer potential aviators
As far a flying goes – Never, Ever, fly with your ego.!As for buying an aircraft, if its sounds too good to be true, then believe me – IT IS too good to be true.
9. Do you have a pre-flight ritual that you can share with us?
No company allowed when doing a pre-flight and try to alter your starting point for the pre-flight.
10. Aviation Bucket List? And if so, share a few with us....
*To fly the mother of all tail-draggers – the DC3
To fly a Pilatus Astra
To build a Spitfire or a Mustang replica
To build and fly a Curtis Jenny replica, this is what Charles Lindbergh instructed on before his Trans-Atlantic flight.*



HELLO SUMMER '14!

Keen to learn more about **weather** – especially for the summer season ahead? **Simon Gear** will tell you more.

Flying around during the holidays? Meet with **ATC** and the **Search & Rescue team** and learn how they can help you during this busy time.

Let the Aero Club introduce you to their latest video on **Low Flying** and **Controlled Flight** into Terrain.

Enjoy a **drink**, on us, with some fellow aviators.

Don't repeat **fatal mistakes** as some less fortunate. Learn from the accident investigation team...

Join us as we equip you with essential information to inform your decision making as you take to the skies to enjoy summer 2014 at its best!

CAA Part 91, along with a team of industry professionals will be in your neck of the woods:

Gauteng events

Rand airport: Friday 11 October, 13h00 – 15h00
Wonderboom: Monday 11 November, 10h00 – 12h00
Grand Central: Friday 15 November, 13h00 – 15h00
Lanseria: Friday 22 November, 13h00 – 15h00

Other events:

Tedderfield: Saturday 5 October, 14h00 – 16h00
Aeropark: Saturday 12 October, 10h00 – 12h00
Krugersdorp: Saturday 19 October, 14h00 – 16h00
Nelspruit civil: Wednesday 30 October, 18h00 – 20h00

Please RSVP for your chosen event to Mark Swarts at swartsm@caa.co.za by 25 September 2013.



The “Solo Wall”

I'm afraid I received no photos this month of any first time soloists? Let's hope we have a few next month!

Please send me your details guys! I ask all Instructors to send me those “look ma, NO HANDS!” moments every month!
husseyam@absamail.co.za

100 hours Club:

Well it took me a while to get there but I was happy to finally celebrate reaching the triple didget mark in our much loved ZU-DBP this past month. Flying naked is one weird experience I can tell you! I expect a few more of these from my flying mates soon if their logbooks are anything to go by...it's a lekker tradition guys. Go for it!



Magazine Matters:

As mentioned last month, the Misasa “Annual Manual” is in progress and we encourage all you AP's, ATO's, Suppliers and Flying Clubs to send Alan Mackenzie an article on your operations asap....I am really looking forward to this.



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

Accidents and Incidents:

Unfortunately the **Accident Occurrence Reports** for August were not available on the CAA website at the time of compiling this newsletter..... I will include a "*Double Bill*" for you all in the next issue – *Bundy*

Instead of the normal list of "oopsies", I have found some literature and figures off the CAA's website which may be of interest.

The following enforcement matters were handled by the CAA Enforcement Unit between April 2012 and July 2013.

The Enforcement unit handled **108 cases** during this period:

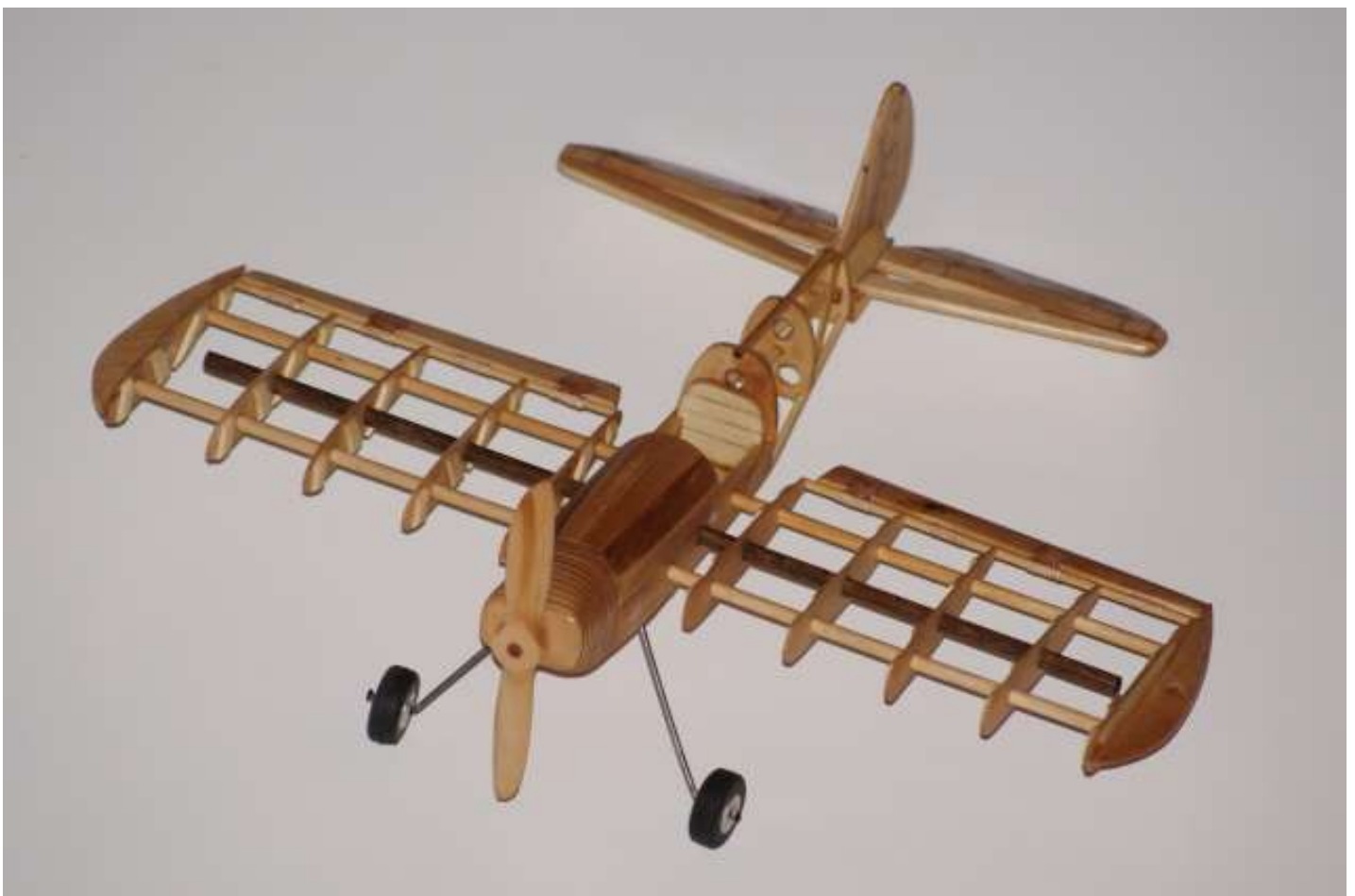
- One Grade 1 and one grade II instructor ratings were suspended.
- One B737-800 and one PC6 ratings were suspended.
- Two private pilot license validations were suspended
- Two Pilots Licences were suspended.
- One Pilot's medical certificate was withdrawn.
- Twenty one Pilot's Licence holders were issued with warning letters.
- Forty Six Pilot's Licence holders were issued with penalty notices to the total sum of R575 000.00.
- Two Pilot Licence holders were disqualified from writing examinations for 12 months and 18 months respectively.
- Four criminal cases were reported to the South African Police Services.
- Three Air Operating Certificate holders were issued with penalty notices to the total sum of R88 000.00.
- One AOC holder who operated in South African Airspace without a foreign operating permit was issued a penalty notice to the amount of R80 000.
- Three Aircraft Maintenance Organisations were suspended.
- Four Aircraft Maintenance Organisations were issued with penalty notices to the total sum of R128 000.00
- One Air Traffic Controller licence was suspended for a period of 24 months.
- Two Aviation Training Schools received suspended sentences for 5years and six months respectively.
- Two Aviation Training Organisations were issued with warning letters
- One Aircraft Maintenance Engineer's aircraft type ratings was suspended.
- Two Aircraft Maintenance Engineers were issued with penalty notices to the total sum of R20 000.00.
- One Approved Person was issued with a penalty of R20000.
- One Aviation Security Regulated Agent was issued with a penalty notice to the total sum of R24 000.00
- One Aviation Security Regulated Agent's approval was suspended.
- Two Airport Licence holders were issued with warning letters.

The Stirrer's Pot...

Last month I shared briefly my passion for aviation and the interesting project I embarked on. Building a model aeroplane out of ice cream & sosatie sticks may seem trivial but once I started on the project, I became rather pre-occupied with it. The point of me sharing the project is that one can very easily "awaken" the creativity and passion for aviation in your kids. No need to go out and buy an expensive AIRFIX or TAMIYA kits etc., which once completed, one isn't allowed close to it because of all the time and effort that has gone into it. Some of you may have watched the series James May's Toy Stories. He is on a mission to celebrate Britain's best loved toys, and celebrate them on a massive scale. As well as creating a Plasticine garden James built Lego houses, Scalextric racetrack, Mecano bridge and the one that I enjoyed thoroughly was building a life size Spitfire using the templates of an Airfix kit!

Do watch it... <http://youtu.be/FzT3L3gGrew>

Here's some photos of the project with the completed challenge that now shall have a special hanging spot in the Stirrer's Cockpit



Events News:

Upcoming events:

Cullinan Charity Fly in: 13th October 2013

Breakfast served from 30 minutes after sunrise.

Where: JUPITER AIRFIELD, 5 nm SE of Cullinan Dam, 5.4 nm N of MEV, 12 nm NNW of Kitty Hawk.

Details of Jupiter airfield are also on Easy Plan. Note runway has been extended.

Please RSVP: contact: karel@jp-lawyer.co.za.

S25 42 09 E028 35 40

125.4 (special rules east)

Runway: 07/25 length: 900m

Hazards: power lines threshold 07

Cost: R250 per head. All proceeds go to charity:

Charity Name: South African Veterinary Association CVC (SAVA CVC)

WE HAVE LIMITED SPACE SO YOU MUST RSVP PLEASE.

Contact Karel Bredenkamp at karel@jp-lawyer.co.za for RSVP and indemnity form.

Secunda Airshow October 12th 2013:



The Secunda Flying Club is pleased to announce that in celebration of the refurbishing of our runway and facilities and to show appreciation to our sponsors, we will showcase an A grade airshow with unrivalled entertainment to dazzle the aviation enthusiast and public alike.

Besides securing the top display acts, a huge variety of food stalls and craft market to support our charities, we will sustain the standard by presenting a top class live rock show to entertain during and well after the air display in our suitably matched beer garden.

Overnight fly in visitors are most welcome, from Friday till Sunday, either to camp under the wing or make use of local accommodation. Security will be provided and details of participating vendors to provide discounted rates and shuttle services will be announced shortly.

Fly in visitors on the Saturday need to ensure that they arrive by 9h00 so as not to disrupt the display and not rely on departure slots for the duration of the show.

For further details view us on Facebook/ Secunda Airshow or contact Hannes at 082 577 6581, Leon le Roux 083 629 1119 or e.mail dalenevheerden@gmail.com.

Ladysmith Flying Club Breakfast October 26th 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 FAF, 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:

The 25th Africa Cup 20th – 24th September 2013:

Numbi Trip Report:

by Paul and Dionne Mulder ZU-AMH

With all the build-up for months in advance, it was a great disappointment when, a week or so before the event, I started looking at the predictions for the weekend and it did not look good. As we got closer they did not improve. Phoning the MET office on Thursday afternoon confirmed the poor prediction. We were looking at 10 to 12 knots, NW on the ground at Microland (FABA), Middelburg (FAMB) and at Numbi. Winds at 9500 ft and 11500 ft were 28 to 30 knots North to NW. The prediction for the weekend in Numbi was overcast with low cloud with the probability of light rain, only clearing Monday afternoon. Although not ideal the conditions were flyable. Thursday evening, just before shuteye I SMS'ed my wingman, Fanie Lombaard....."I am flying, wheels up 5H30." Friday morning after a look outside, I decided flying is definitely the way to go. In the dark we packed AMH, Dionne's car loaded with all the rest of the heavy/bulky stuff. She unfortunately had to drive so that my back seat was available for fuel.

Wheels were up at six o'clock, climbed to 7500 ft, and Fanie and myself headed off to Middelburg with a 20 knot NW pushing us along. Just under 1hr 30 minutes later we landed at FAMB with no wind on the ground. Re-fueled, stretched legs and emptied the bladder for the next leg to Numbi. We climbed to 9500 ft, QNH 1013, to cross the escarpment. This meant an actual altitude of 10100 ft. Crossing the escarpment I experienced serious sink, 1000 ft / min for a minute or so, followed by an up draft at the same rate. Full power just, just maintained altitude. After descending for 10 minutes we landed at Numbi, 1hr 45 minutes later at half past nine. It was hot and humid. Into shorts and T shirt and into the bar for a cold one. After getting a bit lost Dionne arrived 20 minutes later. Planes tied down, the rest of the day was spent having lunch, lounging around the pool and talking aeroplanes and discussing the upcoming competition.



Paul and Dionne Mulder in action at Numbi. (Photo Taken by Reflection Photography)

THE MICROLIGHT & LIGHT SPORT AEROPLANE ASSOCIATION OF SA

Saturday morning, up early for a flight to either Gods Window or to the Kruger fence. By now the low clouds were coming in and the flight had to be the Kruger fence route. Saw lots of Buffalo, Giraffe, Elephant and...a Rhino carcass being guarded by a Park Ranger. Currently more than two Rhinos are poached daily, how absolutely awful. Very bumpy flight and conditions were deteriorating. After landing, a group of us went to The Protea Hotel Kruger Gate for coffee and milkshakes.

At two o'clock, we were supposed to start with the competition. By now the sky was totally clouded over at about 2000 ft AGL and the temperature was 17 deg C with a 15 knot SE. All the pilots were present, but with arms folded and planes tied down! Comments like, "I am not flying in this", "you can go and compete I will watch" were the order of the day. Theunis, Martin, Hendrik and Rob, were the motivators, with comments like "come on ladies lets fly". Martin took the lead for take off. The rest soon followed. The first set of tasks were; nominate take off distance, climb to 2000 ft AGL, drop a bog roll and try to cut it as many times as possible (Martin cut the bog roll, 4 times). Then, climb back to 2000 ft and do 3 spot landings. Power off meant you got more points but considering the weather conditions not all the pilots felt that it was worth it. Some dare devils even came in with mags off. At the end of the tasks it was decided that the points were too close and that a four minute circuit had to be added. Nico was king, doing his circuit in 4 min 6 seconds. Again all the pilots did very well.

Planes tied down again, freshen up, relax and then to the bar.....

Initiation time! All of us dressed in our Africa Cup shirts and beanies. Initiation for the newbies meant showing your flying skills and the ability to do a perfect "barrel roll". You sit in a chair holding the control bar (broom stick) while two strong ookes lift the chair up and tip you over the wine barrel. This is then followed by knocking back a tot of Stroh Rum (yug stuff). The first newbie took the bar door off its hinges. Supper was excellent and the conversations were all about the day's action and what to expect for the next day. The festivities and laughter carried on until very late into the night, for some!



Initiates.. "flying in a snow storm"

Next morning we woke up to the same conditions, meaning that a flight to the Kruger fence was the only option. We encountered rain on two or three occasions, resulting in the flight being cut short. It was also very turbulent for that time of the morning. After landing, Dionne and I went for a drive in Kruger. Others drove to Sabie for breakfast. At two o'clock we were supposed to start with the navigation part of the competition but the weather was still against us. So, the flour bomb competition had to start. Again, all the pilots were present but no takers, "COME ON LADIES LETS FLY". Considering our reluctance, as an alternative, Rob decided that, from the side of the runway we should try to throw the flour bomb as close to the target as possible. Aii, toggie, toggie..... this is like pushing a racing car around the track to the finish line. Hendrik was the first to untie and start up, flour bombs in hand. The target consisted of 3

squares of concentric sizes. Closest to the centre gets most points and at a minimum altitude of 50 ft above the deck. The competition was stiff and once again all the pilots did very well. The crowd also received a few powder coatings, although very very unintentional...ha ha. Again the points were very close and an additional task had to be thought up. Aha.....nominate take off distance, as usual, then land.... immediately take off again, clear an obstacle (danger tape).....and immediately spot land again. Hurdles in a Trike! All the pilots did brilliantly, no one hitting the tape and spot on, on the landings. Poor judges, I was very glad I didn't have to decide on the winners. The rest of the late afternoon was spent being entertained by the flying skills of some of the pilots. I did not know a Trike could do those things! Kotskatroll!

Planes tied down again, freshen up, relax and then to the bar.

Everyone had to arrive in disguise at 7 o'clock for the prize giving gala dinner. What a sight! Gary the Tooth Fairy, Dracula, Shrek & Fiona, Zuma, Lady Gagga, The Invisible Man, Frankenfurter, Cruella de Ville, Hippie, Darth Vader, Pregnant Fairy, Batman and a ship load of pirates....the list goes on and on . The effort people put in was incredible. Starters were served and the prize giving began. The award for "best dressed" was REALLY a very difficult decision with so many finalists, but eventually the trophy went to joint winners, Martin Burte as Gary the Tooth Fairy and Landy Prinsloo as the Pregnant Fairy. Well done fairies! Then there were the boobie prizes. Very aptly, the Boob Award went to Paul and Dionne Mulder because Dionne mothers him. She flies with him and washes his plane. (Jealousy is a wicked thing.) The Cock Award went to Chris Hare for being the "cockiest" thug. The Bermuda Triangle award went to Louis Cole for getting lost on finals. The Draad Trekker Award went to Louis Cole for taking the danger tape with him on take-off. The Darwin Award went to Christo Botha (Theunis son) for parking his plane too close to the runway fence. The Drum award went to....who was it again?...oh... René Broich for being the quietest pilot. What a pilot. The Cheetah Award went to Nico for taking the longest to get to 2000 ft AGL. Then there was the Grouchy Smurf Award (Bitching @ each other) that went to Theunis Botha and Hendrik Loots. The Phantom Squadron Award went to the Potties Flieg Club, Nico Willemse.....The list goes on and on. Almost everyone got an award for something. After the main course it was time for the serious awards.

The first award in this category was the Beste Gees Award, previously held by Paul Van Schalkwyk. This award went to Theunis Botha for being the most inspirational. With so much enthusiasm around it must have been a very difficult decision. The Airmanship Award went to "Pony Tail", Steve Baily for exhibiting the best all round Airmanship. The next set of awards were for performing best at a specific task. The Flour Bomb Award went to Paul and Dionne Mulder. Spot Landing went to Hendrik Loots. Ribbon (bog roll) Cutting went to Martin Burt "Gaylord". Circuit Master, 4 minute, went to Nico Willemse. The main prizes were divided into two categories. The first category was for the best "Rookie" pilot. These are the competing pilots who "barrel rolled". 3rd prize went to Fanie Lombaard. 2nd went to Paul & Dionne Mulder and 1st prize went to Paul Coetzer. The second category was for best overall. 3rd prize went to Martin Burte. 2nd went to Paul & Dionne Mulder and 1st grand prize went to Hendrik Loots. Well done to all the winners!



Mrs? Mustang McFie handing out the prizes.

THE MICROLIGHT & LIGHT SPORT AEROPLANE ASSOCIATION OF SA

Monday morning.....up early and ready for our planned flight to Inyaka Dam, then East to Krugers fence and then all along the fence back to Numbi. All present, except for Hippy Boy.....he must have still been stoned. Completely overcast with spots of very light rain. As we took off, some of the pilots, that trailered in, started leaving. No one could fly out VFR. Awesome flight with very calm conditions. Dionne and I spent the rest of the day in Kruger. Saw Lions three times, and a Leopard next to the car! Lots of birds as well.

Weather prediction for Tuesday morning, was for stable conditions with a 10 knot Westerly head wind, all the way back. Surface winds were, Westerly, between 5 and 10 knots for Middelburg and Microland. Some quick calculations showed that I would make Middelburg with my 58 liters of fuel, but to be safe, I would need an almost full tank for the last leg to Microland. Louis Cole and I took off at 5H40. Gradually climbed to 10 500 ft and uneventfully crossed the escarpment near Kwena Dam. Then down again to 8500 ft for the rest of the flight. Perfect flying conditions at any altitude. Just under 3 hours later we landed at Middelburg in an 8 knot Westerly wind, to be welcomed by the Microflyers Flight School for a free breakfast. First things first, empty the bladder and while refuelling, chomp the breakie. Dionne arrived 10 minutes after us, with the rest of my fuel. We climbed to 7500 ft and joined the JHB TMA just North of Witbank. Just under an hour and forty minutes later, I landed at Microland in a light Westerly wind. Louis Cole carried on down Pinedene to his home strip at Jakkalsdans and reported serious turbulence on this leg. Although it was a very long flight, the longest time I have been in the seat, I enjoyed every moment of it. My MP3 player playing my favourite music with great flying conditions....what more could I ask for. And to top it all, all my Africa Cup friends were safely home!

Regardless of some of the dooms-day weather forecasts leading up to the event and the negative comments about the theme of the event, they were all proven very wrong. It is a fun event that allows you to let your hair down and enjoy yourself, whichever way you want to.

See you all at next year's event. Hopefully the bog roll won't get wet and drop faster than what you can.



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

Club news:

The Microland Tailwinds:

Well done to all the guys who made the annual trek to Numbi. It was nice to see everybody get there and back safely. We held our monthly braai on the 14th Sep and celebrated Nick Swardt's Birthday at the same time. There was also some schmuck without a flightsuit doing a circuit or two.... We are looking forward to "Episode 5" to be held on Oct 5th and our monthly braai moves back to the 3rd weekend this month, it will be held on October 19th. All welcome! Come feel the FAB A gees! :)

Please send me your Club news chaps!

The November issue (next month) will be the last NL for 2013. I have had a lot of fun compiling it and look forward to continuing the same next year. I thank you for those who have taken the time to send me your feedback, I do try my best to include your suggestions and content wherever I can.

Till next month....
Keep it real, keep it safe!
Blue skies to you all,

Kind Regards, ☺

Alan "Bundy" Hussey

Misasa P.R.O. (External)

Flying Quotes:

You are a South African bush pilot. You fly in some critical medical supplies, enjoy a quick lunch at the hospital. It's a stifling 100 degrees in the shade and you're eager to get back up to the cool, high blue yonder. On the way back to your plane, you discover that the only bit of shade, within 1 mile, has become very popular . . You start calculating the distance to the plane door . . . and wonder . . "Do I feel lucky today?"



You want more fun? Check www.onlineatlantic.com