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From the Apron...

November / December 2013 – Issue 9

"Weather forecasts are just horoscopes with numbers"

Dear Members,

This will be my last edition of "From the Apron" for this year. I have really enjoyed getting this (now permanent) communication tool up and running and hope that there has been some value to you, the member, from receiving a monthly summary of any news or interesting material that occurs in the day to day running of our ARO. Keeping things "fresh" is a challenge and I do thank those of you out there who have helped and contributed where necessary to ensure it's on going success.

In particular I would like to thank my MISASA colleague and friend John Boucher who has been my "right hand man" throughout. If you could see the "klomp gemors" I actually e mail him as a "draft" before he transforms it into what you are reading now then you would know just how much effort he actually puts into this publication. It really has been a team effort and I owe him quite a few bottles of *Red Heart* by now I'm sure! Hey.... who's counting, right JB?

This year has literally just dissolved away and it seems like just yesterday when I was busy with the first issue? The year itself has been one in which a lot of progress has been made in various aspects of oversight. MISASA continues to make inroads and have influence where our members are concerned and this is well explained in the Chairman's report which you will all be receiving in the post shortly as part of the 200 page MISASA "Annual Manual". It is being printed as I write this and I personally think that with the Newsletter having become our regular voice piece it will be great to add this "coffee table manual" to the list. Three cheers for Alan Mackenzie! His contribution to us as aviators and to the sport of Recreational Flying is quite simply unmatched and the ever humble man just keeps giving back to us....year after year. I still owe him an ice cream for some forgotten reason...

I have tried my best this year to be as pro-active as I can and to bring MISASA to it's members. Yes, I do spend way too much time on *Facebook* and *Microlighters.co.za*....but I make no apologies for it. On the contrary, I believe that to really function as an ARO one has to get down to the details and engage as much as possible on a multitude of topics and platforms? It is the best way to get issues from the hanger to the "boardroom" so to speak. I've taken a lot of flak for it in some cases but that's just how I have chosen to fulfil my role as your PRO. I would hope that any member who took over from me one day would do the same?... I recall what a gent called Horace said to me over a beer once....

"Alan, this is a cut throat and crazy business, made up of thousands of people who never, ever agree on anything and if you can please 51% of pilots....you are doing a great job!"

Well.... Christmas is here....can you believe it? My local Spar already has the isles lined with tinsel and I can even already hear the horrible sound of "Jingle Bells" in some places?! Here we go again.... I do wish you all a happy and safe festive season. Whether you are travelling by car or plane, please look after yourselves and whatever you do, do it safely. It's time to pack on the calories, load up on those tinned carbohydrates and enjoy some time off.

May Santa deliver that *P51* as promised and please go and enjoy the holiday's with your loved ones....Don't forget the mistletoe! Let us dream of far off places and the many sky miles it will take to get there....for where there's a will.... there's a way they say?

Merry Christmas you bunch of "thugs"!
Bundy

Hi everybody

Please accept my sincere apologies for the delayed newsletter. I have been trying to implement a system for managing the sending of the newsletter without getting branded as a spammer or blacklisted or just a plain e-mail bounce because your the member's e-mail address is just not right! Also to bare in mind is the persistent hacking of the MISASA website by either Pakistani's, Indians or Bangladeshis. This really cause serious problems for us. I hope to get the full use of SendBlaster3 but will have to purchase the full licence before we can really test the system properly. The format of the newsletter may then also change.

Tedderfield 2014 is a full go for the 8th February 2014 and is also now branded a full "airshow" with all its requirements from the authorities. To note, there will be full ATC on duty from early the morning and the airspace will be CONTROLLED! Expect some exciting displays as you have been treated to in the past. I will send out e-mail to all iro the NOTAMS, arrangements, what you can expect etc.

Renewals on the Fundi system seem to be rather slow with only approximately 180 persons already renewed for 2014. We hope that the incentive of Winning a trip to OSHKOSH 2014 will get members excited, renew and then also in doing so, be legal.

CAA Enforcement is high on our priority list for 2014 with us to become involved with another case. Let's hope sanity prevails and that we can resolve issues amicably and in doing so add to the safety of aviation as opposed to just filling the coffers!

That's about it from Mossel Bay – look me up if in the vicinity and maybe, just maybe, I'll take you for a flip around the bay ☺

From John, Thelma, Linel and still in the belly, James-Peter, a Blessed Christmas & Prosperous 2014 for you, your family and friends....

BE SAFE!

Service Bulletin from Microcraft Africa:

Manufacturer for the Aquilla and Windlass Microlights:
20th September 2013
Service Bulletin 01/2013

**Attention: SACAA; Aquilla and Windlass Trike Owners; Windlass and Aquilla
Approved Persons.**

Re: All Windlass, and Aquilla Wing Keel Over-Sleeves.

The affected component is any of our wings that have an aluminium over-sleeve. All the previous models had stainless steel over sleeves which do not present any problem.

It has come to our attention that the aluminium over-sleeve on the wing keel where the hang block slides, is showing signs of stress on the bolt holes.

Please would all owners and pilots inspect their wing keels immediately, firstly to check what type of over-sleeve you have, **if the over-sleeve is aluminium**, contact your Approved Person and he can check whether the keel is showing signs of stress on any of the bolt holes. As a precaution, all pilots should get their Approved Person's to check regularly, and **Approved Persons must now make this part of the Annual Inspection**. In order to inspect all the holes properly on the over-sleeve, the wing must be either taken off the under carriage in order to slide the hang block out of the way for a full inspection, or leave the wing on the under carriage and follow the following instructions:

- 1: First inspect the visible holes on both sides of the hang block.
- 2: Loosen the bolt on front of the hang block and remove.
- 3: Push the trapeze bar all the way back towards the motor whilst moving/jiggling side to side
(This forces the hang block forward and exposes the remaining bolt holes for inspection)
- 4: Reverse the procedure and replace the bolt, nut, safety ring and nylon guides.

If you find you have a problem with your keel, please contact us so we can make arrangements to remedy the situation.

Any upgrades must be recorded in the Aircraft's Logbook.

Best regards and Safe Flying.

L de Gersigny
General Manager
Microcrafts Africa CC

The "Solo Wall"

Here is another soloist I managed to come across this past month....welcome to the club Sir!

**Ivan Muller
03/10/2013
Aquilla 582
Rhino Park Flight School
Instructor: Henri V D Berg**

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



The MISASA "Member of the Month"

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. This month's featured pilot needs no introduction....

1. What do you do for a living?
My profession is delivering presents to the masses, especially children of the world!
2. Favourite aviation movie or song or both?
Jingle Bells of course...
3. Do you have an aviation hero or actor?
Icarus, the son of the master craftsman Daedalus
4. When did you start flying and in what aircraft?
That would give away my closely guarded secret!
5. What is your favourite aircraft to fly?
Without a doubt, the Sleigh with Rudolph up front
6. Your most memorable aviation experience?
Going Supersonic?
7. Your scariest aviation experience?
Going Supersonic! Rudolph has never been the same since that event...
8. What advice would you offer potential aviators
*Fly the Plan, AVIATE, NAVIGATE & COMMUNICATE.
Liewe Heksie is a dear vriend of mine and I'd really hate to see her fret about us!*
9. Do you have a pre-flight ritual that you can share with us?
As long as the food I feed Rudolph is clean and of high octane, I do a walk around the sleigh before and after each flight and landing!
10. Aviation Bucket List? And if so, share a few with us....
Fly to Venus & Mars....oh, ho, ho, ho, serve on the MISASA Exco ;-)



Wanneer kom di reen..... ?

Jis mense dis nou vir julle n ding , die water voele daar by boufort wes , ja dit was nou wragtig n helse ding. My pa goed trk die karavanjie meti Ford big six strant to vir die skool vakansie en soos julle nou weet is die dorp nou dem ver van ons af , ja ouma en oupa ennie kleingoed is oppad see toe . Die klein vd walts het nogie die see ervaar , en as jy vier jongeling bymekaar in die bakkie se canopie het weet jy jyt jou se hanne vol , ja klein jorrie was die voorloper van die neefgoed en al , ja beduie hy as jy windaf loop en staan as ouma die kosblik , dis nou daai biskits blikke met di klein honne of kattegoed opwat so mooi is loop oopmaak dan ruiki kookeiers en braai wors darem snaakserig , . Ja nadies klompie klaar ge eet het en die stanlie fles leeg gerink is toe vat hulle e weerie pad , die canopie lyk later soos n hoepoe nes en later moes oupa goed die bakkie eers n slag loop stop en hulle almal n slag afstof want te erg is te erg so is die vrede so elke paar honerd km bewaar . Wen they gets to boufortwes they puts up the relly kanopi for the night . Just when oupa starts the fire foe n braai a moerse caravan pulls in wif twee mofie vente from welkom . They put out n rusban wif tables and tafel doeke so pinkerig anf calls oupa toe join them , oupa issie n joiner nie and only after oumie an klein jorrie makes piece oupa offers them some blits , ja boet hulle kennie die vd walts nie , ooupa setilles in op sy kamping chairs en hierie manne gooi die wiskie dattie honne huil ,ja hulle kennie die vd walts nie , ouma hasl tjops uit en die mannie sing so kattekoor dat die goet moet terug koolman toe want hulle het bloubul steake wat skrik vir niks . Die oubaas kyk hulle maar skeef toe hulle neut e nport saam met pink kerse oppi tafel sit oumie maak virrir kinner groot ooge en skielik verstaan hulle dat dit nie virri kinner is nir oupa glou kinner telli tsenne nie en worre gesien en nie gehoor nie . Dit was vir oupa bitter moelik die twee jan tarre se maniere , mar so kom die aand tot n end . Die twee jafels vra of die kinner n bietjie fireworks wil he en julle ken mos die vd walts en die s kinner , die groter jafel hasl n flergun uit en voor oupa kon keer toe laat loop hy, hy hrt nogie water voele gesien as hulle skrik , en hy het nie geweet dat alli voele inni karoo innie aande daar loop slaap , One big kalaity ja all what is n water voel has had his full for the day , ja hulle mage is vol gevreet en toe die fler met n moets gesuis innie lig opskiet toe volg die voele hulle ook , toe die fler se skoot klap toe laat los die voele ok en hulle beskuif die hele kampterrein , die big six bakkie , die karaventjie , die mat en banke , die helse mobile home en alles wat nie skuiling gehad het nie , self opdi skilpaai wat van toe af soos spoke daar rondsluip ,ouma ennie kinner is historiese oupskuil verward onnerd die beskuif rallie kanopie en die twee jantarre pak alles in hule ven met n moerse spoed . Toe almal uiteindelik tot bedaring kom toe trek die ven weg met n moerse spoed never to be seen again . Die volgende oggen toe stiek oupa , ouma endie kinner vir n wimpie brekvis terwyl hy die kar en ketevenjie laat was het by die local carwas , ja soos oumie se it takes all kinds toe make the worlg go round , groete vannie vlakke , wanner kom die reën?

Witwillems

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 & 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!

Microlighters "TOP TEN"



So what tunes really "get your motor runnin"?..... What makes you wanna "head out on the skyway" ?

Well guys... this is the "Top Ten" playlist I compiled from your submissions on a recent thread.....Ok, ok, ok... so I chucked out all the stuff I didn't like?...One of the perks of the "job" I guess? So Rock n Roll is dead? Not in this lifetime my friends!

Play it LOUD.... and blow your speakers! Live to fly, fly to live!

- 1: **Fortunate Son** (Creedence Clearwater revival) <http://www.youtube.com/watch?v=5ScisGFILPY>
- 2: **Back in Black** (AC/DC) <http://www.youtube.com/watch?v=H0INKDoGBic>
- 3: **Pour Some Sugar On Me** (Def Leppard) <http://www.youtube.com/watch?v=0UIB9Y4OFPs>
- 4: **One Vision** (Queen) <http://www.youtube.com/watch?v=fsujXw267XQ>
- 5: **I Just Cant Get Enough** (Depeche Mode) <http://www.youtube.com/watch?v=vEI5MG7HiCA>
- 6: **Thunderstruck** (AC/DC) <http://www.youtube.com/watch?v=v2AC41dglNlM>
- 7: **Money for Nothing** (Dire Straits) <http://www.youtube.com/watch?v=dzM2Mfchrp4>
- 8: **Free Falling** (Tom Petty) <http://www.youtube.com/watch?v=1IWJXDG2i0A>
- 9: **We're Not Gonna Take It** (Twisted Sister) <http://www.youtube.com/watch?v=4xmckWVPRaI>
- 10: **Aces High** (Iron Maiden) <http://www.youtube.com/watch?v=pEcpwSenouQ>

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 disappointment everyone.

EFATO: Be “ahead” of your Aircraft!



Before you read further....watch this video....

<http://www.youtube.com/watch?v=w5BRZEneAEo>

Did you notice a distinct lack of action? Did you notice that the PIC seemed “fixated”...almost in a trance?

Now read this because it should be familiar to you....

What is an engine failure after takeoff (EFATO)?

An engine failure after takeoff can be considered as a failure of the engine to produce power at any time from the point after the wheels leave the ground until the aircraft reaches 1000ft above the ground. It is a serious and potentially very dangerous situation and is the cause of many fatal accidents. It is widely considered as the single most stressful situation a pilot of a fixed-wing aircraft can experience. This is due to the slow speed of the climb out, low altitude and very small reaction time to mitigate the situation.

There are four main generic causes of an EFATO.

- **Fuel** - This could be due to contamination (fuel quality), starvation (fuel is not getting to the engine from the tanks), exhaustion (there is no fuel left in the tank), or pump failure.
- **Spark** - The magneto system that provides the spark to the spark plugs may not be functioning correctly or at all.
- **Air** - Usually an air intake blockage, due to a birds nest, bird strike, clogged filter etc.
- **Mechanical** - A total or partial failure of an engine component leading to loss of power. This includes the propeller!

Avoidance

- Ensure the engine temperature is warm before applying full power at any time.
- Most of the causes can be picked up on the pre-flight inspection.
- Internal maintenance is normally out of the pilot's hands, but a proper inspection can aid in spotting any abnormalities on the aircraft and passed on to an engineer.

Take-off Brief (Very Important!)

Most airlines and more so nowadays, light aircraft pilots are being encouraged to conduct a takeoff brief prior to leaving the ground in order to give the pilot a mental idea (visualization) of exactly what is required should an engine failure occur. It also informs the crew of their roles doing the emergency and it improves situational awareness (eg Wind direction, terrain etc.). It is usually short and to the point but enough to build this mental picture.

An example is as follows:

"This will be a normal / short field (delete one) takeoff on runway with a turn to depart climbing tofeet

In the event of any malfunction on the ground I will abort. Engine failure once airborne I will carry out standard emergency procedures and the plan today is make a landing (be specific about landing site!)"

What to do!?

In any emergency a pilot is taught from the ab-initio stages of training that there are only 3 things that absolutely must be done in order to mitigate an abnormal situation. They are specific in their order as well....

AVIATE:

Fly the aircraft as a priority! This usually means lowering the nose to the best glide speed. Lowering the nose is to avoid an inadvertent stall due to the high nose attitude in the takeoff and climb out which are accompanied with low airspeeds. Close the throttle to reduce the indecision from any partial power that maybe apparent.

NAVIGATE:

Follow the take off brief.

- Choose a landing site within 45° either side of the extended runway centre line (think of the wind).
- Use flap as required to make the landing site
- Avoid major obstacles
- Keep cabin intact by steering around power poles / fence posts etc.

Once these two have been completed, there may be enough time to carry out some emergency drills in an attempt to regain power in the engine. These are specific to aircraft type so will not be appropriate here.

COMMUNICATE:

This is an additional task that may or may not be appropriate due to the time available. However should time permit, a Mayday call will alert either ATC or other pilots to the situation and enable assistance to be organized more expeditiously.

The Impossible Turn

NEVER TURN BACK TO THE RUNWAY! - There is usually not enough height to achieve this and coupled with the tailwind on landing is not recommended. This is known in aviation circles as *"The Impossible Turn."*

<http://www.youtube.com/watch?v=fZbJMT7pEfc#t=17> (See here for more...)

Human Factors

- Situational awareness is very important. Knowledge of whether the wind is coming from the left or right on takeoff etc. The takeoff brief helps to establish a degree of situational awareness.
- Information processing can be assisted through the use of checklists, and careful pre-flight planning.
- Stress can be reduced through over learning and visualization on the ground of what to do. The purpose of over learning is to develop an automatic response that best utilises the time available, by overcoming the initial surprise or shock and enhancing the decision-making process.
- Regular practice of aborted takeoff's and EFATO's will help to establish an automatic response.

What is a successful outcome?

Well to survive of course! Now go watch that video again and ask yourself..... will you brief yourself next time you fly?

Your choice..... :)

What is this?

Every so often, usually in the vast deserts of the American Southwest, a hiker or a backpacker will run across something puzzling:

A large concrete arrow, as much as seventy feet in length, sitting in the middle of scrub-covered nowhere. What are these giant arrows? Some kind of surveying mark? Landing beacons for flying saucers? Earth's 'turn signals'? No, it's...

(scroll to the end of the newsletter for the answer)



Be Prepared!

By Alex Rudd

This month's subject from my side is on holiday planning....

Yeah, it's holiday time and we're off to the sea, the game farm and/or the visit to our family in the Khalahari? After a few discussions we phone around and loan a trailer to take the "aeroplane" along, because the folks would like to see the above mentioned places "from above"..... Just for a moment think, yes think before you hit the "enter button" because you need to do some serious planning....

Are you familiar with the area /territory you are entering into?

Can the trailer travel safely on the dirt road?

Is the licence in order.... is it roadworthy? Does your licence (code) allow trailers to be towed? What about the vehicle towing the trailer?

How is the Trike fastened / tied down and what about the wing?

What about the seats / avionics? – are they weather-proof? Diesel vehicles tend to contaminate everything being towed behind.... black "soot" all over the place!

Do you have a spare wheel for the trailer? What if you seize a wheel bearing other-side "*Pit-sonder-water-fontein*"?

Is the wing folded up properly? Lots of hangar rash occurs on these trips!

What about the prop? Is it secured, or taken off as a precaution..... and what about the Pylon is it left upright and what about the profile tube?

As you can see, just getting to the destination needs some serious planning and costs involved with the extra drag.

Now we arrive at our destination..... Have you enquired what the radio frequency is? Have you arranged hangarage? Do you know the flight "rules" of the area? Do you have permission to operate there? Do you know the effect of noise pollution? May you use the farmers runway? Have you met or spoken to the local flying fraternity? Has anyone given you permission to land on the known runways in the area? Are the folks informed that other planes will be operating there?

What about insurance? If you are insured have you informed them what you are up to? Just sit still for a moment..... and plan your flight and fly your plan! Yes an old aviation saying.....I trust you have the latest map and are aware of the prevailing winds? What about a mobile windsock?, A plastic bag tied to a pole will do if you have nothing else...

Now back to the aircraft. It has travelled some distance by trailer and you are anxious to fly. Has it been maintained properly during the year? What has been lost / left behind when it was folded up? Do you have spares? (pins, clips, nuts and bolts of the right length and grade) What about clean air filters, what about coastal / Highveld jets and settings? Spare plugs... fan-belt for the 503, spare blades for the prop, two stroke oil, clean fuel cans and tubes for the wheels?

Don't forget the GPS and ensure you have the co-ords for your new base and alternative airfields/ landing areas, should the weather change. Plan for an accident, and who do the folks on the ground call if needed? Nearest Police / emergency Tel numbers, closest doctor and hospital? Don't forget SAR! Inform all persons what you intend doing and what to expect in case of emergency. Don't and I repeat don't forget the indemnity that you have when taking passengers, it will save you lots of money and a great deal of trouble should you have a mishap!

Lastly if in doubt, don't do it! Don't try and show off, it often ends in an accident! Plan your trip properly and play by the rules!

Enjoy the holiday folks, *Alex Rudd (MISASA Safety Portfolio)*

Accidents and Incidents:

Herewith the Occurrence Reports available off the CAA website for the month of August 2013 involving NTCA's across all types. Please note that although there is a description of the occurrence, the accidents and their causes are still under investigation pending the final reports.

04 Aug 2013
Microlight Savannah
ZU-ENP
Kroon Private Airfield

Fatalities = 0

During take-off the aircraft experienced smoke in the cockpit and during the landing the nose wheel collapsed.

04 Aug 2013
Jabiru
ZU-CIG
Rhinopark
Fatalities = 0

During the landing at the aircraft experienced brake failure.

17 Aug 2013
Raptor Trike
ZU-APE
Fatalities = 0
White Hills Aerodrome

The engine lost power after rotation and they opted to execute a forced landing.

18 Aug 2013
Yak-18T
ZU-CFS
Fatalities = 0
Brakpan-Benoni aerodrome

The pilot stated he joined the circuit at FABB for landing on runway 18 but he was distracted on final approach and neglected to lower the aircraft's undercarriage.

19 Aug 2013
Magni M16 Gyro
ZU-CVH
Fisantekraal Airfield
Fatalities = 0

The pilot stated that he felt severe left and right movement on the cyclic

21 Aug 2013
Helicycle
ZU-REN
Bernardsvlei
Fatalities = 0

The aircraft engine malfunctioned as he approached the heli-pad for landing.

27 Aug 2013
Magic GS 700
ZU-IBS
Fatalities = 0
Krugersdorp Airport

During taxi after a successful landing the nose wheel collapsed.

28 Aug 2013
Sling
ZU-MDK
Witbank Aerodrome
Fatalities = 0

Two motorbikes crossed the path of the aircraft on departure and one of them collided with the right hand wing of the taxiing aircraft.

Events News:

Upcoming events:

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>

MISASA "Shoot-Out" 2014 @ Tedderfield Flight Park on the weekend of 7-9 February 2014

Please send me details on the Aviation event you want to promote to: husseyam@absamail.co.za

Club news:

The Microland Tailwinds:

On the 9th of Nov 2011, I changed frequency for the first time to 120.35. It was of course because that was the first time I had ever been to this little place called "*Microland*". Somewhere down there was our "new" hanger and I distinctly remember calling overhead, looking down and wondering how I was going to land on such a short strip? Now I trained on a 1200m runway in Cullinan, so what appeared below me had me thinking.... "Whose driveway is that?" and more importantly...."Where the hell is Microland?"

Thankfully however, I did spot the familiar sight of a trike wing down below so I decided, well this must be it? I joined and landed uneventfully and then parked DBP under some inviting weeping willow trees so I could find out where I was supposed to go. Being a Wednesday morning, the airfield was pretty much deserted. I walked around trying to find a fellow *homosapien* and eventually found a tall, broadly smiling chap who shook my hand and said "Howzit, I'm Mervyn, welcome...you want some coffee?"

I was introduced to Fanie (CFI Skyriders) and it was great to get such hospitality from complete strangers. Hans was on his way by road to meet me so we could sign the lease agreement, but while I waited, Johanness (the resident caretaker) came up to me and took me to show me where we would be hangering for the time being. We opened up the shadecloth doors and as I did, I spotted a small and weather beaten plastic tag attached to the steel framework. On it was our reg no ZU-DBP. I was later told by Hans that our plane was first AP'd in that very hanger....ZU DBP, the "*Dark Blue Princess*" (at the time) was "home" it would appear?

That is certainly what it felt like for Stef (my partner in the plane) and I when we became official "*Microlanders*". Everyone just seemed to get along there? Friendly and accommodating...but.... there was only one thing missing as we discovered in the weeks to come....GEES! It was not always like that I can assure you....

"East Rand Microflyers"(ERMF) had provided FABA with a great "social infrastructure." The Lapa, fridge, tables, cutlery and even a paved runway...but since the club had ceased, there was very little going on. Sad but true. It was time to change that I decided, absolutely no good having all this stuff rot away and not be used.

We held our first "Fly and Braai" in December 2011, less than a month later. Some of the locals and I took friends for flips and it was then and there that the necessity to have a regular club type event took hold. I carried on with this social experiment with limited success every two months or so but it wasn't until some bad luck for another pilot brought about the arrival to Microland of the two people who really inspired the way forward, and the "blueprint" of the *Tailwinds*.

Enter Paul and his wife Dionne Mulder...and all I can say is that the GEES had arrived with a vengeance!

All that is needed sometimes to ignite a big fire is a simple spark... Dionne Mulder is our Tailwinds Member of the year! No contest. Where would we be without you Dee? Thank you so much from all of us. (Ok....sorry....Paul you also helped a little bit too?....haha.)

To my fellow "TW skyrats".... we have come a long way in 2013! We named ourselves, we have hosted 5 lectures, got the "honesty bar" fridge up and running again (thanks to Paul), flew many miles, braai'd our MAUW of wots and emptied that same fridge many, many times!

The "Tailwinds" is more of a fellowship than a club and we intend to keep it that way. No politics, no committees and a braai for a boardroom! "K.I.S.S." Slowly but surely, we are raising funds in the kitty so that we can keep the facilities that ERMF built and provided over many years both maintained and improved upon. The monthly braais have grown into diarised events and are attended well by all. As a small group of aviators we have learnt the true value of camaraderie and our shared experiences only serve to strengthen the knowledge of our sport and the brotherhood between us. It is with a great sense of pride that I pass my thanks on to the guys and girls who have taken a small idea and grown it into what it is today....a real team effort!
May the wots be with us in 2014!....and beyond!

Please send me your Club news chaps?

Happy Christmas Y'all

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

Kind Regards, ☺

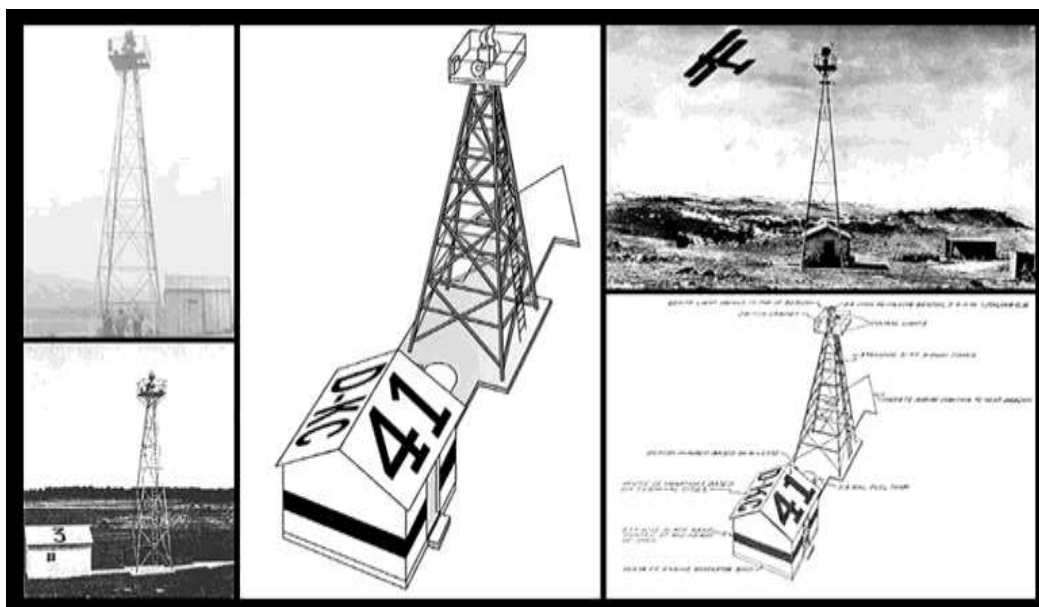
Alan "Bundy" Hussey

MISASA P.R.O. (External)

Answer to the "What is this Question?" **The Transcontinental Air Mail Route.**

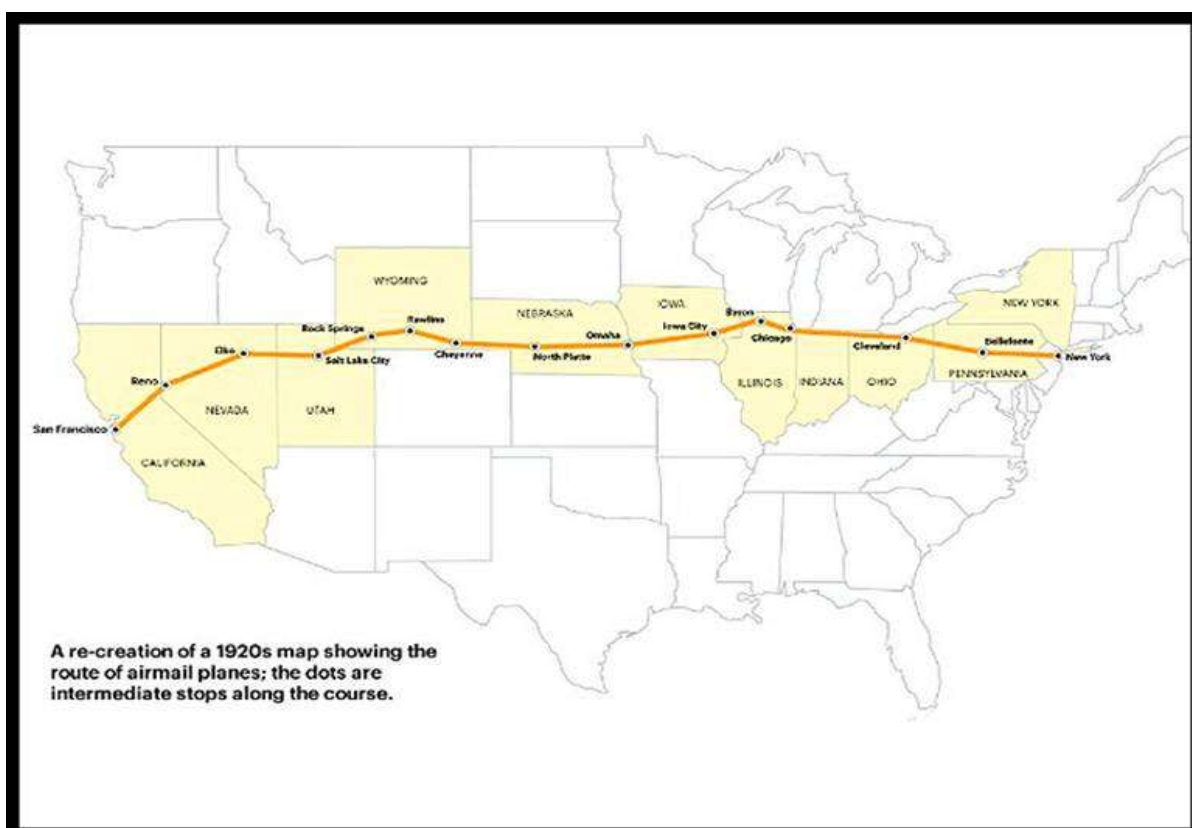
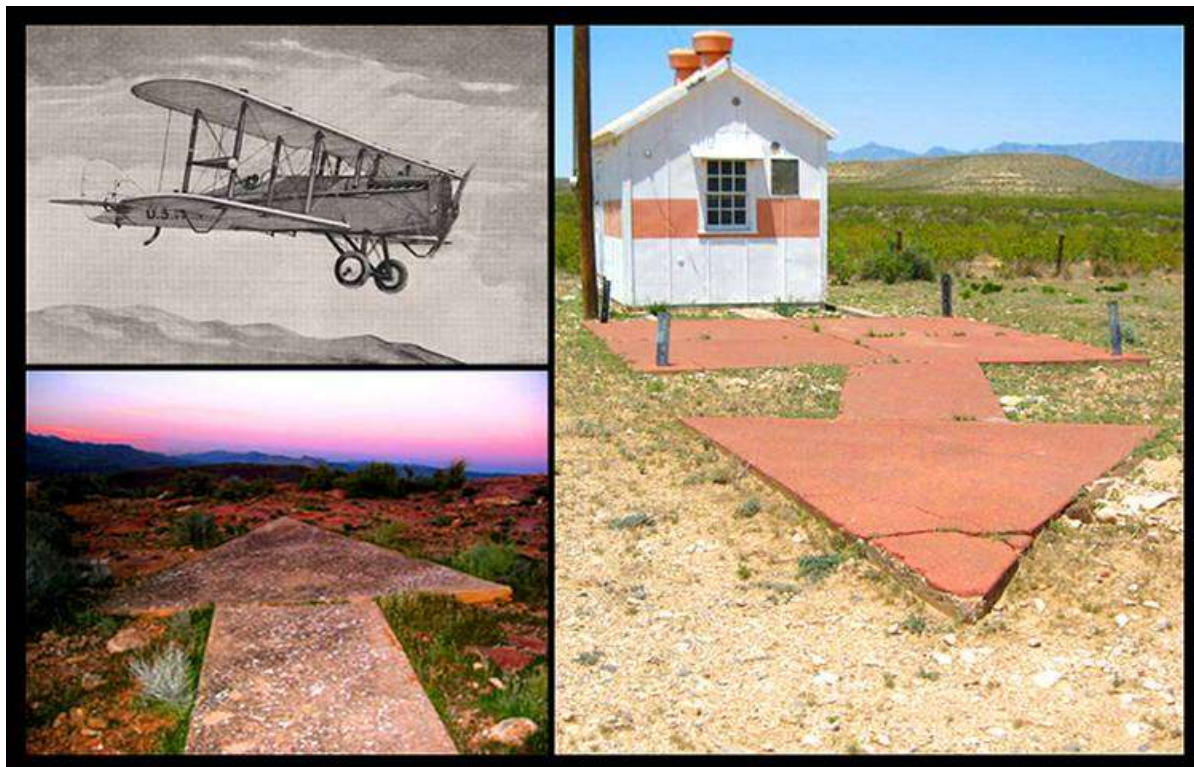
On August 20, 1920, the United States opened its first coast-to-coast airmail delivery route, just 60 years after the Pony Express closed up shop. There were no good aviation charts in those days, so pilots had to eyeball their way across the country using landmarks. This meant that flying in bad weather was difficult, and night flying was just about impossible. The Postal Service solved the problem with the world's first ground-based civilian navigation system: A series of lit beacons that would extend from New York to San Francisco. Every ten miles, pilots would pass a bright yellow concrete arrow. Each arrow would be surmounted by a 51-foot steel tower and lit by a million-candlepower rotating beacon. (A generator shed at the tail of each arrow powered the beacon.)

Now mail could get from the Atlantic to the Pacific not in a matter of weeks, but in just 30 hours or so. Even the dumbest of air mail pilots, it seems, could follow a series of bright yellow arrows straight out of a Tex Avery cartoon. By 1924, just a year after Congress funded it, the line of giant concrete markers stretched from Rock Springs, Wyoming to Cleveland, Ohio. The next summer, it reached all the way to New York, and by 1929 it spanned the continent uninterrupted, the envy of postal systems worldwide.



Radio, radar and GPS are, of course, infinitely less cool than a concrete Yellow Brick Road from sea to shining sea, but I think we all know how this story ends?

New advances in communication and navigation technology made the big arrows obsolete, and the Commerce Department decommissioned the beacons in the 1940s. The steel towers were torn down and went to the war effort... but the hundreds of arrows remain.... Their yellow paint is gone, their concrete cracks a little more with every winter frost and no one crosses their path much, except for coyotes and tumbleweeds..... **But they're still out there!**



In memory of an Aviation Legend.

Capt Glen Dell

World renowned Aerobatic Pilot who died tragically on Oct 12th 2013 after his aircraft went down at the Secunda Airshow. Fly High Sir.

