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from the Apron . . .

May 2014 – Issue 12

“Flying is not about hours, it's about attitude”

Dear MISASA Members,

In this, the first MISASA newsletter of my era, I have made some minor changes to the format. Please let me know what you think by writing to me directly. I really want to encourage you to CONTRIBUTE to YOUR newsletter!!

Please be sure to email me with any newsletter information at johnmcomley@gmail.com

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[Flying in Paradise!](#)

[Feature Article](#)

Many months of careful planning led to a **South Coast Flyaway** to Margate which resulted in some of the best flying ever for many of the pilots!

Taking off from various airfields including Crosswinds (Krugersdorp), Blue Max (Marble Hall), Inibos (somewhere in the North West province) and Kroon (Roslyn, Pretoria), the 10 pilots made their way down to Margate, with the various groups having different stopovers and refueling points.

Trike pilots included Francois Badenhorst, Rafiek Salie, Nathan Lategan and Zelinda, Gerhard Burger, Johan van Breda, Jodie van Broekhuisen, Paul van Schalkwyk. Jan de Beer flew his Thunderbird, Dawie du Toit his Savannah and Johan Welman his Zenair CH 701 Skyjeep. Playing a crucially important role in the planning and execution of the flight down and back was a ground crew comprising Pierre and Nellie van der Walt and Gerhard, Jodie and Johan van Breda.

Most pilots left early in the morning of Friday April 25 routing over the Drakensberg at Harrismith, whereas Oom Paul (Blue Max) routed via Secunda and Battlefields, before meeting the rest of the pilots at Eva's airfield in Howick.

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A lonely Oom Paul now with the rest of the gang at Eva's

Oom Paul kept the fellow pilots amused around the braai with the story of his lone escapade from Marble Hall, having had to make a precautionary landing on a farm close to Battlefields due to marginal VFR conditions!

Once in Margate the days turned into fantastic flying adventures, venturing as far down along the Wild Coast as Port St Johns.

On the coast where the air is silky smooth even when the wind is blowing and a 503 feels like a 582 on steroids, flying down the Wild Coast was sheer bliss for these pilots.

Wild Coast flying legend has already developed around the trip concerning an incident in which one of the pilots had to conduct a precautionary landing on a stretch of beach and, and not being able to locate an odd-sized spanner for a temporary repair, resulted in all the other aircraft conducting beach-landings and going through their respective tool kits in search of the elusive spanner, which, legend has it, was found on the last aircraft to land!



Precautionary Landing – the hunt for the spanner!



Flying the Wild Coast!



Hole in the Wall



“Flying in Paradise”

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Evening crayfish braais were the forum for sharing experiences and reviewing photographs and videos taken on the day.

After a week of flying, the various options for the routes home were considered, with leg distances, refueling points and weather checked, re-checked, and then checked again.

All-in-all, this South Coast trip was thoroughly enjoyed by all that took part!

Credit for the exceptional trip along with a zero-incident record on the entire trip must go to **Dawie du Toit** and **Johan Welman**, both of whom spent endless hours planning and organising the trip, along with managing the flights and logistics each day. These ten pilots gained many hours of exceptional flying experience, as well as the camaraderie that can only come from partaking in a flying trip such as this!



"Lekker Man, Lekker"

To be on the list for next year contact:

Dawie du Toit
Roslyn Microflyers
dawie@microflyers.co.za
www.microflyers.co.za
+27 82 576 2355

A Pilot was sitting in the bar in the departure lounge at a busy airport. A beautiful woman walked in and sat down at the table next to him. He was astounded by her beauty. He decided that because she was so beautiful, she would probably be an off-duty flight attendant. So he decided to have a go at picking her up by identifying the airline for which she flew, thereby impressing her greatly. He leant across to her and repeated the Delta Airlines motto "We love to fly and it shows." The woman looked at him blankly. He sat back thinking about another line. He leaned forward again and delivered the Air France motto "Winning the hearts of the world." Again she just stared at him with a slightly puzzled look on her face. Undeterred, he tried once more, this time repeating the Malaysian Airlines motto: "Going beyond expectations." The woman looked at him and said "What the hell do you want?" 'Ah!' said the pilot, sitting back with a smile on his face:

"You fly with SAA!"

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From Your Committee

Communications from MISASA to the members

Donald Hicks and I attend the AeroclubSA Board Meetings religiously. It is sometimes quite demanding to fit all the voluntary commitments in. We were hoping to have some words from Donald, but he is currently busy with strategic planning sessions with the company he works for. What I can mention though is the experience AeroclubSA had with having to cancel the aviation event in Bethlehem. As has been our experience with 3 fantastic and successful events (Tedderfield & Kitty Hawk), valuable lessons have surely been learnt from the challenges we as organisers face when packaging such an event. It is very easy for individuals in the media to be critical of our events, forgetting however we are merely volunteers creating a platform for our sport. So many things can go wrong, as we have experienced, but when it goes right then we can only but reflect on putting a smile on our aviators faces and look back and say – Job Well Done! JB

As you are no doubt aware the AGM and elections for the 2014/2015 committee took place at Fly Boys Rand Airport and the following members were elected to the MISASA committee:

MISASA 2014/15 Executive Committee

Chairman	Donald Hicks	083 626 3180	wendonair@wendon.co.za
Internal PRO & Membership	John Boucher	082 553 1105	comms@misasa.org
Treasurer & Finances	Brett Hickman	083 994 1910	finance@misasa.org
Technical, MOP & ARO	Rowena Kraidy	083 306 9980	rowena@lefssa.com
External PRO & Advertising	John Comley	071 272 0307	pro@misasa.org
Safety & Accidents	Deon Kraidy	083 400 1405	deon@lefssa.com
Safety & Accidents	Henri vd Berg	082 963 8730	henriv@ncsolutions.co.za
Membership Administration	Thelma Roberts-Boucher	071 656 2027	admin@misasa.org
Magazine Editor	Alan MacKenzie	082 373 4947	nemo@webo.co.za
Events & Calendar	Marius Nel	083 419 6613	marius@infozone.tv
Competitions	Mervyn Reynolds	073 763 7510	reynolds.mervyn@yahoo.com
Training & Licensing	Nico Willemse	082 852 5961	nico@pottiesnuus.co.za

A little bit about me John.com (MISASA PRO – External)

Most of you will know me as John.com or ‘The Weatherman’, as I am now commonly referred to! ;)

It is a great privilege to have had the role of MISASA PRO External bestowed upon me. When I started flying microlights about two years ago it was an ambition of mine to serve my community of pilots in some form or another and so I see this MISASA PRO role as a fulfilment of this. Taking over the reins from Alan (Bundy) Hussey is somewhat daunting, but I believe that I am up for the task.

Very important to my role, and in particular in compiling this newsletter, is the flow of good topics and stories from YOU! Please submit anything of interest, along with pictures (high-res via email please) to me (johnmcomley@gmail.com) for inclusion in the newsletter.

About Me: I’m a civil engineer. I work in the IT industry. I am a DIY freak – everything but electronics! My love is flying. I work to pay for the fuel that keeps me up there! They all say I have the most pimped trike out there (I don’t believe them, but they say so!). Father of five amazing children.

I look forward to serving you in my role as MISASA PRO External.

John Comley

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Events

Keeping you abreast of upcoming events as well as reporting back on past events

Upcoming Events

11 – 13 July 2014

Brits Flying Club	60 Year Celebration Fly-In
<u>Contact:</u> Roel Jansen	082 777 7299 ajgroup@mweb.co.za
<u>Contact:</u> Johan	071 444 0928 info@britsflyingclub.co.za
<u>Info:</u>	There will be a MASS MICROLIGHT FLY-IN on Saturday 12 July

Events Past – Report Backs

We thank all who made the MISASA - Kitty Hawk 2014 event a success. The event has been covered by most of the mainline aviation magazines and websites. Also, the awesome photographs have been shared on either Facebook, Microlighters and some on AVCOM. We will most definitely include the best in the Yearbook promised for the end of 2014.

We have to thank the following again as without them, it would not have been the safe event it was and in no particular order: Nigel Musgrave, Paul Sabatier, Riaan Olivier and his team designated from ATNS, Santjie White (ATNS), Mary Stephens (CAA) The Air Scouts, The Kitty Hawk committee & owners, paramedic, the MISASA clan man oh man, does the list end? Barrie, Jason & Neville for the “Missing Man” formo.... Sadly, John Miller, would have also been our guest at the event, little did I know that we would be honouring him and the other aviators such as Cliffie Pike & Piet Smit who sadly passed on!

So, looking to the 2015 event. Book this date – **7th February 2015 @ Kitty Hawk**. The “MISASA Best of the Best WWW Showcase” it is to be..... Yes, WINGS – WHEELS – WATER! We are already started planning for this event.

Safety & Flying Tips

Raising and highlighting relevant safety matters as well as promoting ‘safe flying’ tips.

“Speed of Response is a function of Habit Strength” – by John Comley

Or put another way, when placed under extreme pressure, we will respond almost without thinking, in line with the habits that we have learned and developed as ‘second nature’. Ask any psychologist about this and they will tell you that they often test for this to see HOW you will respond in the workplace when placed under enormous pressure! As an example, when under the pressure of urgently getting 10 vehicles repaired, will the workshop foreman pick up the spanners himself, which is a habit he has developed over many years, in order to improve output, OR will he manage his resources better to ensure that the desired result is achieved?

As pilots I guess we all sort of understand this as it relates directly to ‘hours flown’ and ‘experience gained’ impacting the ‘way we respond’. The interesting element of this is that we don’t always gain the ‘habit strength’ around unusual scenarios, and hence the need to IDENTIFY these scenarios and to practice them, and if needed, with an instructor!

The case of Koos’ landing at Aeroden (‘Propwash on Finals’ on Microlighters) recently is a classic example of this. As armchair observers it was extremely easy for fellow pilots using hindsight as the perfect science to offer the right advice . . . BUT, what about if you were IN THAT SITUATION? Thank you for boldly sharing your experience Koos and allowing other pilots to benefit from it.

Using Koos’ mishap as an example, a suggestion might be to take a check-ride with an instructor (or to do it on your own if you are confident enough) and to practice the scenario of encountering a wake turbulence (vortices + prop wash) on short-finals: 1. Imagine a severe disruption to your planned approach and/or starting to drift sharply left or right on short-finals > 2. Imagine your controlled inputs are having little or no effect in correcting the situation! > 3. Quickly identify this as an unstable approach

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(reason not needed!) > 3. Immediately apply power > 4. Gain authority over the aircraft – stabilise flight > 5. Achieve a positive rate of climb > 6. Once fully in control, announce ‘go-around’ (ANC: Aviate, Navigate, Communicate) > 7. Enter the pattern for a further landing attempt > 8. Attempt to understand the REASON for unstable approach (prop wash, vortice from preceding aircraft, gusting crosswind, etc.) before attempting your next approach. Note: A gusting crosswind having been the cause might require a landing at an alternate airstrip which would allow for a lesser crosswind component.

Take That Check-Ride

The CAA members that attended the SCRM course (see under What’s New . . . or in the News?) provided some valuable insights, one of which was to pose the question as to when we last went for a ‘non-license renewal’ check-ride with an instructor?

Only ONE hand was raised in a room of over forty pilots when asked this question!

The benefits of asking an instructor to evaluate your current flying capabilities are many. Being human, we all develop those bad habits and little shortcuts, some of which, especially when combined with each other, could well have a less than desirable outcome!

My challenge to you is this: **Don’t wait for your licence renewal. Maybe get a special rate from your instructor at a time when they are not busy and TAKE THAT CHECK RIDE!**

MISASA Member of the Month

Profiling a MISASA member and sharing some insight into their personal and flying careers

Normally this section would be used to profile a member but I am taking to liberty to use it to recognise a man who contributed enormously to microlighters far and wide.



Alan Hussey

The **MISASA Member of the Month** is **Alan Hussey**, fondly known by his Microlighters’ name of *Bundy*.

So yes, most of us know Alan simply as *Bundy* on Microlighters.co.za or as the 2013/2014 MISASA PRO, but dig a little deeper and you find a man who has a real passion for flying and extremely strong beliefs around the safety and discipline of the sport.

Having always appreciated Alan’s insightful, well researched and sometimes forthright contributions on Microlighters.co.za, I, for one, am aware of the enormous pressure he came under for his unwavering stand on safety and discipline.

After having worked day and night in helping to organise the MISASA Shoot Out at Kitty Hawk this year, to then see Alan on the day, for most of the day, standing out there on the tarmac marshalling aircraft in the blazing sun spoke volumes of this humble man’s commitment and pure generosity to the sport we all love.

Alan, Sir, there are few like you around, and we collectively thank you for your amazing contribution to microlighting.



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Photo of the Month

An exceptional photograph, taken by a member.

Cobus Brink has covered many of the events down the Garden Route to the Cape. Last weekend, he attended the popular Carnarvon Fly-In. Sadly this year, it was not well attended but he did have the opportunity to take some amazing photographs and I gladly share them with you. Here is a quick report from him... rather let his photos do the talking ☺

Carnarvon 2014

Although not a full fly in this year, visiting the Carnarvon Flying Club was still great fun. Aviation is the common thread, but socialising with likeminded people, the main purpose. 10 aircraft attended this year, of which 4 were locals. And for a change the microlight & LSA aircraft were more than the "blik airies"....

Friday we had a nice braai at the hangar and Saturday the local farmer's association catered for the food. Saturday evening we attended a dance, which was open to the town folk as well. Oh, by the way, the club made sure there is enough medicine for the inner cold too! So the opportunity to take many photos was limited, but I did find some fantastic moments to capture on film.



Cool Aerics

Showcasing aeroplanes or specific modifications that are really cool!

Please send in a story and some cool pictures of trikes and light sport aircraft for us to showcase here!
Send to johnmcomley@gmail.com for us to publish in the next newsletter.

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Featured Getaway!

Showcasing a flyaway-getaway!

Elands Quad Camp

Elands Quad Camp offers a FLY-IN and/or SLEEP-OVER escape for those wanting to visit the picturesque Loskop Valley. A bushveld getaway for quads, two wheelers and microlight aeroplanes (trikes and LSA). Situated on a farm adjoining the Elands River from where guests can plan various exploratory trips into a vast bushveld countryside unspoiled by development. No traffic cops, no fences . . . only miles and miles of tracks and self-made roads.

Website: www.elandsquadcamp.co.za

Email: schallas.1@absamail.co.za

Bookings: 082 559 6115 (Cappie)

Runway: Gravel 400m x 30m (4/22) Co-Ords: 25° 1' 55.78"S 29° 8' 1.93"E Elevation: 2900ft Windsock: Yes

Local Places of Interest:

- Rhenosterkop Dam
- Loskop Dam
- Orabie Dam
- Many local game farms

General Information:

- The bush camp is self-catering
- Elands Quad Camp is one of the most pleasant and largest quad venues in the country
- Elands Quad Camp is approximately 120 km by road from Pretoria

Great Service & Suppliers

Giving some airtime to those suppliers of products or services that have gone the extra mile or are recommended by pilots!

In this newsletter we are going to give a shout-out to two suppliers:

Aerossa

Aerossa supply a number of services to the microlighting fraternity, the most recognised of which is the supply of trike wings, in particular the "topless" wing. Run by **Jenya Zozulya**, their mission is to make custom-made microlight wings to suit your aircraft and colour scheme. Each wing they manufacture is handmade by experienced staff, with precision, passion and care. All Aerossa wings are accredited and CAA approved. Aerossa also do repairs to wings.

Website: www.aerossa.co.za

Location: Alongside Petit Airfield, Springs

Contact: Jenya Zozulya 082 853 8239 jenya@aerossa.co.za

HDS (Hydraulic Design & Services)

For ANYTHING relating to hydraulic or fuel piping or connectors, THIS is the place to go! They stock every conceivable pipe fitting and connector, along with a wide array of nuts, bolts and other connectors.

Website: None (this guy is old school!)

Location: 7 Susan Street, Strijdom Park, Randburg, Johannesburg

Contact: Gunter Schulte (011) 793 5826



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What's New . . . or in the News?

Stuff that's new or in the news . . . club news included!

SCRM Course – Feedback

The Single Crew Resource Management (SCRM) course hosted by Darryl Lush was quite well attended, but as was to be expected, mainly by fixed-wing pilots.

Bearing in mind that trike pilots are always in a 'single-crew' configuration when flying, this course certainly was relevant.

The main elements of the training included: Factors involved in Accidents, Threat and Error Management, Human Factors, Aviation Decision-Making, and Phases of a Hypothetical Accident.

Also covered was the Management of Risk through Scenario-Based Training. This was really interesting and involved the progression of a flight, with various factors (weather, engine, passenger health, etc.) changing along the route and then having to consider the various 'go, don't go, precautionary landing or turn back' options.

Two things really stood out in the course:

1. The causes of accidents can be largely separated into two factors (granted sometimes a combination of both, but no guessing which one is the cause of most accidents):
 - Controllable Factors
 - Uncontrollable Factors
2. The three Controllable Factors highest on the list were:
 - Unprofessional Attitudes
 - Visual Perception Misjudgement
 - Pilot Technique

Also of great interest was Threat and Error Management in the single crew environment.

Based on this, the take away for the trike pilot was to maintain a professional attitude at all times (how would you fly if doing your licence renewal with an instructor you did not know?), to understand and manage threats, and to continually practice (not just fly!) to mitigate pilot error as far as possible.

Hello Winter Tour...

I urge all members to attend this presentation. It is presented by Mark Swarts (Flight Operations – CAA) and you can e-mail him on swartsm@caa.co.za to confirm attendance and venue.

Port Elizabeth : 3 June 2014, 17h30 for 18h00

Port Alfred : 4 June 2014, 17h30 for 18h00

East London : 5 June 2014, 17h30 for 18h00

I attended the presentation in George. Mark is a dynamic speaker and was backed up by the charismatic Eon de Vos chatting about SCRM. Winter weather and what we can expect this season is addressed by the SAWS.

The video account of aerobatic pilot Rob du Plooy surviving his ordeal after flying VFR in IMC and resulting in the tragic death of Cliffie Pike, is a must to view.

AeroclubSA will also support and continue with their Safety First Aviator campaign. I do believe Santjie White will do a Search & Rescue presentation if her program permits. Please do attend chaps! JB



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Club News

Let us know what's happening at your club? This section is for you! Write to me with your club news: johnmcomley@gmail.com.

Quote of the Month . . .

As it is says . . .



Membership, Fees and other MISASA Stuff

Highlighting issues relating to membership, fees and any other MISASA stuff.

Membership Issues

To resolve any membership issues, new applications or information updates in respect of membership please email: **Thelma Roberts-Boucher** at admin@misasa.org or you can alternatively contact her on the national number **071 656 2027**. Proof of transfers or any other membership documentation can be faxed to **086 272 2027**

MISASA Annual Magazine

The year is progressing and the time for our annual printed mag draws closer. What's YOUR story? The MISASA annual magazine is in progress and you are ALL (pilots, members, APs, ATOs, supplies and flying clubs) asked to send **Alan Mackenzie** your articles and stories of interest. Tell us where you went, what you did, and what you saw! We would love to include as many of these picture stories as possible in the annual MISASA Magazine! Now is the time for all to find their pens and submit stories for the mag. The mag is a picture storybook so high resolution pictures are a must – the more the better. Send your articles and high-res photos to **Alan Mackenzie** nemo@webo.co.za

South Coast Flyaway (Margate – May 2014) – Please can someone own the task of collating these photos and getting them to Alan, along with the full story behind it?

Have YOUR Say . . .

Letting you air your views! Please keep it constructive

John Comley: "It's great to be on board as your PRO but I desperately need content for this newsletter! Please contribute by sending me your stories and photographs"

John Boucher: "Where am I going to find all the time to manage my commitments, but you know the saying, if you want the job done, give it to a busy man!"

Thelma Roberts-Boucher: "I'm operating on autopilot – our son James-Peter is so demanding. Are all budding pilots like this?"

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Flying Achievements

To highlight who has achieved something within MISASA members! Solo-ers, 100-Hour-ers, and anything else!

The Solo Wall

10th May 2014 – **Jan Barwise** went solo at Potgietersrus Microlight Flight School

100 Hours Club

Buzzlight (on Microlighters) did the necessary by stripping off for the mandatory 100-hour naked circuit! At the time of going to press Buzzlight's name was not available, so we do hope you don't object to the exposé.



Accidents & Incidents

Sadly, to report on any accidents and incidents over the past period

26 April 2014 AD: Aeroden Fatalities: 0 Injuries: 1 (light) Aircraft: Trike Aircraft Damage: Severe

Pilot encountered wake turbulence on short finals causing loss of control, resulting into the aircraft crashing into the game fence alongside the runway.

Learn from this accident by watching the video: <https://www.youtube.com/watch?v=ITqpmjJahIQ>

In closing

I hope that you enjoyed the read. Please send me some feedback about this newsletter (content/format/etc.) in order that we can provide you with the best and most informative read possible!

Winter is upon us and that means near perfect albeit 'brass monkey' flying weather!

Please help to keep our skies safe!

Until the next time

John.com

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