

The Baragwanath Barometer

Issue 17

July 2013



Richard Webb Photography



Editorial *from Hanger No. 1*

There has been an injection of enthusiasm into JLPC of late. The clubhouse is undergoing refurbishment; members have donated a number of aviation-centred artefacts for display purposes; a new toilet block is almost complete; the large hangar has been completed; JLPC has taken delivery of a new Avgas trailer; and we have had a number of well-supported events!

Unfortunately, there have been some negatives in the form of some break-ins. The Committee is busy coming to a solution when it comes to security, so hopefully this is just a temporary frustration.

From my side, I have enjoyed a number of fun flying days, and hopefully the good weather that we always associate with June/July will return this winter...up until now there have been some distinctly 'Au-gusty' days. Clearly the weather patterns are changing, and becoming more difficult to predict.

My parents have just come back from a tour of the UK and Ireland, and comments about the weather bear the same sort of misgivings that we are starting to experience here in SA. Whole stockpiles of feed have gone rotten because it hasn't been able to dry out as usual, so the Irish farmers are also pulling their hair out!

Anyway, enough about the weather and on to the latest edition of the Baragwanath Barometer. Hopefully it will be one to remember. Any stories please pass along to me and remember that any landing you can walk away from is a good one!

Courtney Watson

Editor



Some flying guidelines for when you are a bit out of practise...

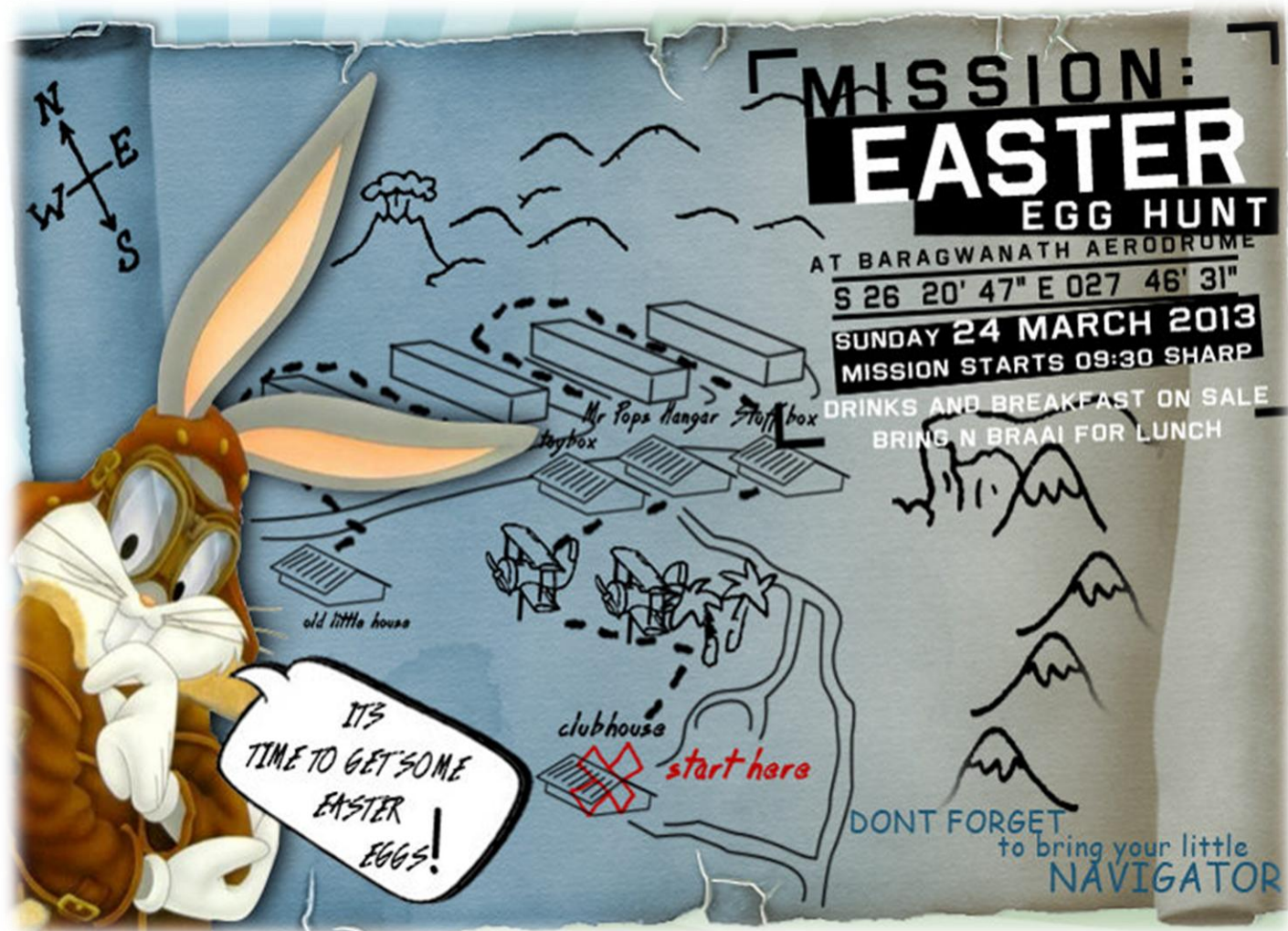
1. Take offs are optional. Landings are mandatory.
2. The only time you have too much fuel is when you are on fire.
3. It's always better being down here wishing you were up there, rather than up there wishing you were down here.
4. When in doubt, hold onto your altitude. No one has ever collided with the sky.
5. The probability of survival is inversely proportional to the angle of arrival. A large angle of arrival equals a small probability of survival; and vice versa.
6. There are three simple rules for making a smooth landing. Unfortunately nobody knows what they are.
7. If all you can see out of the windscreen is the ground that is going round and round, and all you can hear is the commotion from the passenger, things are not as they should be.
8. In the ongoing battle between objects of metal going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.
9. Good judgment comes from experience. Unfortunately experience comes from bad judgment.
10. Remember, gravity is not just a good idea. It is the law. And it is not subject to appeal.



Mission Easter

24 March 2013

By teaming up with an orphanage, the members of Johannesburg Light Plane Club (JLPC) gave something back to the community by asking the Easter Bunny to come to the airfield. Eggs were hidden and the twenty-odd children had a great time salvaging their treasures from in amongst the hangars and the aircraft. A number of aircraft were on display, including a Piper Super Cub, de havilland Tiger Moth and Cessna 140. The children were also given a brief introduction to what aviation entails, helped by an activity pack which was given out at the start of the day. It is hoped that some budding pilots will be the result of a very successful event.





Piper Cub Day

2 June 2013

You know what they say: "If you want bad weather over a weekend, organise a flying event long in advance and it's bound to happen." Well, the Weather gods didn't co-operate with us this past weekend, throwing winds that neared gale force across the runway at Baragwanath. Despite this, however, the Cub Day was a resounding success.

Members came in their droves, and enjoyed the camaraderie that the new clubhouse provides. While the wind blew outside, flying stories were swapped over a cup of coffee, bacon and egg roll, or a tub of home-made curry and rice.

A number of brave and intrepid pilots manned-up to the weather conditions and flew in, which resulted in a gaggle of Pipers and other old aircraft parked in front of the clubhouse. The boys from the St Stithians Aviation Club were marshals for the event as well as helpers in the kitchen and for a number of the intended events.

Unfortunately, after Jason Beamish tested the conditions and tried to bust a few balloons, dropped the flour bombs and tested his skills at a spot landing, we decided that the conditions were not conducive to holding the competition and it was therefore cancelled. The hand-crafted trophies and awards have been locked in the clubhouse display cabinet and it was decided to postpone the competition until 13 October 2013.

CUB FLY IN
AT BARAGWANATH AERODROME
FASY | S 26 20' 47" E 27 46' 31"
02 JUNE 2013

LET'S MAKE IT THE **BIGGEST CUB GATHERING SA HAS EVER SEEN!**
FULL OF FUN ACTIVITIES FOR PILOTS AND SPECTATORS

Piper Cub / Super Cub

KITCHEN OPENS AT 8:30AM (FREE BREAKFAST FOR ALL CREW ARRIVING IN A CUB)
COOLDRINKS ON SALE ALL DAY | AVGAS WILL BE AVAILABLE

Prizes will be awarded to the crew that undertakes the longest flight in order to attend (overnight camping can be arranged)



Many thanks must go to all of the volunteers who helped during the course of the day including Mike Gill, Dave Gill, Gretchen Maruggi, Don Lucas, the St Stithians Boys College Aviation Club, Courtney Watson, Patrick Watson, Renier van Biljon, Kelly McAuley, Jo and Mark Munro for all of their efforts.

Many thanks also to the pilots who flew in and displayed their aircraft on the day.



Aircraft (local and visitors) included:

Cessna 140	NC72513
Cessna 140	ZU-ECP
Cessna 140	ZS-BFI
Tiger Moth	ZS-CDJ
Tiger Moth	ZS-UKW
Chipmunk	ZS-ULJ
Chipmunk	ZU-DXO
Evans VP1	ZU-ALT
Jabiru	ZU-EPC
Cubby	ZU-CYB
Cubby	ZU-DLH
Cubby	ZU-DVH
GP-4	ZU-CLC
J3 Cub	ZS-AUY
J3 Cub	ZS-AWJ
J5 Cub	N35297
L4 Cub	ZU-PJN
PA-11	ZS-VTT
Super Cub	ZS-LHL
Super Cub	ZS-PFZ
Super Cub	ZU-ASI
Commanche	ZS-WBN





Gatsby Photo Shoot

23 June 2013

Richard Webb of CameraStuff approached the Watsons in an attempt to host a photography workshop with a Great Gatsby Theme. He hoped to include a photo shoot with models, a vintage car and a Tiger Moth.

What was put on at Baragwanath was so much more...

I'll let the photographs speak for themselves, suffice to say that the car is a 1930s Alfa Romeo Monza Replica, the model Tanya de Lange, and the Tiger Moth ZS-UKW was previously ZS-BSF and one of the JLPC Club aircraft in the 1950s.







Forthcoming Events

Watch this space for details of the following:

20-21 July

Fly-away to Nylstroom Taildraggers

Please email cwatson@stithian.com if you would like to join us as part of the JLPC gaggle leaving on Saturday morning.

15 September

Fly-away to Orient Airfield

*Details to follow on our website
www.jlpc.co.za*

13 October

Round Two of the Cub Day at BaraG

*Details to follow on our website
www.jlpc.co.za*

9-10 November

Private Pilots' Conference

*Details to follow on our website
www.jlpc.co.za*

1 December

Ace of Base Aerobatic Contest

*Details to follow on our website
www.jlpc.co.za*

We are also putting together a 2014 JLPC Calendar. If you would like pictures of your aircraft to be included, please email cwatson@stithian.com





Welcome New Members

JLPC would like to welcome the following members to the club:

Jonty Caplan
John Powell
Mark Jackson
Ant McHale
Morris du Plessis
George Spencer
Mark Murno
Ian Beaton
Thomas Burge
Roger Bozzoli
Andre Labuschagne
Wolfgang Vormbaum



Join us at the bar for a beer, and great to have you on board!

FLY THERE!

BARAGWANATH AERODROME

The Cradle of South African Aviation



JOHANNESBURG LIGHT PLANE CLUB



A Decade of zu-cyj

Marco Schmidt

Dream flying surpassed

I guess before one gets involved with a kit plane project like the Velocity one dreams about flying and one can hardly wait to get into the air. While flying C172's to stay current I had no idea what to expect. The three years and a few months that I spent in the dungeon (as my wife Uli calls my garage), kept me away from most social activities at the time and I thank Uli for her patience during this time in which she saw little of me while she looked after most of our business activities. Now in hindsight I have to comment that my real life experiences in this superb aircraft surpassed my initial dreams as I think back on the many exciting flights that I have undertaken in the past decade!

First Flight

Well, I called her "Out of Africa" - because she was the first Velocity built and flown in Africa - I remember June Friday the 13 2003 (not lucky for some) - Dave King the test pilot flew over from Brakpan to FASY in his Long-Ez to conduct the first test flight. With ZU-CYJ still in primer paint work, the result of three years and 3 months of painstaking work were about to be tested. After a twenty minute flight she performed well - but some minor adjustments needed to be done.

This was the start of the wonderful journey that took me to experiencing flight of a new dimension.



Maturing into a long distance cruiser.

A fancy paint job, constant speed prop, autopilot and some extra instruments were added with time to turn this Velocity into a fantastic flying machine that cruises at 160 knots (using a Lycoming IO360 200 hp engine) burning 28-30 litres of fuel per hour reaching Cape Town from FASY in 4 hours. A lot easier than driving a car.

Bonding of Man and Machine

When planning and executing such a project (for instance the placement of instruments, the inclusion of the speed brake, the choice of the engine, the repeated testing of the retractable gear as well as all the accumulated tasks that add up to a building time of 1800 hours) you then are able to experience the reward of flight. All these moments contribute to an ever growing bond between yourself and the machine. I have been asked many times to sell my baby, but as with my wife Uli, I would not trade them for the world.

Canard Advantages

The total lift produced by a canard configuration can be 30% more than a comparable tractor configuration where the rear wing produces drag as the small wing at the rear pushes down. (Explains good fuel burn and speed figures.)

1. No adverse yaw during take off as there is no prop-wash over the fuselage.
2. No rudders required during flight. Used only for take-off and landing.
3. Not possible to stall as canard stalls before main wing causing nose to drop to gain speed and thus unstalling itself.
4. Good visibility.
5. Little noise and vibration in cabin due to engine being at the rear.



Canard drawbacks can be contained

Stones kicked up by wheels can damage prop (protective tape helps).

High risk take-off when using unpaved runways. Cannot be used as a bush plane.

At higher altitudes with close to MTOW I require more than 2/3 of the 1000m runway to rotate as the canard configuration needs about 75knots to rotate. This leaves no room for error during the critical rotation phase.



Uli in happy flight from Cape Town International Airport



Now a Decade of Flying

My promise to Uli was to produce a plane that would get us to places fast with no fuel stops. She disliked the Cessna 172 which I had frequently hired to build up flying time as it was slow and trips would be a nightmare, especially on hot days. Changing to the Velocity was getting used to big movements on the yoke to the small movements on the centre stick. At first I would practice many touch and go's to get used to the much faster landing speed as the Velocity has no flaps, just the speed brake helps to bleed off speed during landing.

It was not long before Uli and I planned longer trips where she would take care of the rental car and accommodation issues while I would work on the flight plan and weather forecasts. When flying, for example, to Stellenbosch we

would arrive at the airfield (FASY) at 7am to be airborne at around 8am, climb to F095, arrive at FASH around midday to receive our rental car. The autopilot, constant speed prop and Uli assisting me with navigation make flying so easy that one actually felt refreshed on arrival to enjoy the rest of the day in Cape Town.





The problem we had on destinations with little infrastructure is that there are no car rental facilities and it is boring to just land and take-off again without exploring the surrounding area. So Uli and I decided to get some mountain bikes that we would disassemble (front and rear wheels as well as the pedals) then remove the two rear seats and place the bikes in the rear of the cabin using a blanket for protection. The assembly or disassembly time would be 10-15 minutes for both bikes. We then tackled our day trips by exploring decent tar runways and using a Google Earth print-out to explore surroundings (avoiding squatter camps). We then would spend 2-3 hours cycling at our destination, maybe have some lunch at a restaurant or coffee shop before flying back home.

Our day trips entailed the following destinations detailed opposite.

<http://www.quovadis-southern-africa.co.za/content/5/3646/en/botshabelo-historical-village-middelburg-highveld-mpumalanga.html>

<http://www.savenues.com/attractionsfs/ladybrand.php>

<http://www.savenues.com/attractionsfs/ficksburg.php>

<http://www.savenues.com/attractionsfs/bethlehem.php>

<http://www.savenues.com/attractionsfs/wesselsbron.php>

<http://www.savenues.com/attractionsfs/bothaville.php>

<http://www.savenues.com/attractionsfm/lephalale.php>

At some destinations as with our trip to Ladybrand we would even stay overnight and cycle to our accommodation from the airfield and explore the area by mountain bike before flying back on the following day.





Then we would undertake many memorable flights, even to neighbouring countries like Mozambique and Namibia

http://www.usda.co.za/gi_thumbgroupWEB.php4?27 APR 2005 Velocity Aircraft Project

Well, during the past decade the Velocity has clocked 560 hours on the Hobbs meter. I thank the visionaries of manned flight like Leonardo Da Vinci, Otto Lilienthal and the Wright brothers together with many others whose inspiration has led to the evolution of an aircraft like the Velocity and I am privileged to have experienced some of Southern Africa's most spectacular scenery from a bird's eye view with this magnificent aircraft.



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FZ FLIGHTZONE
AVIATION PHOTOGRAPHY



The Lesser-known History of the Tiger Cub

Predecessor of the Cub

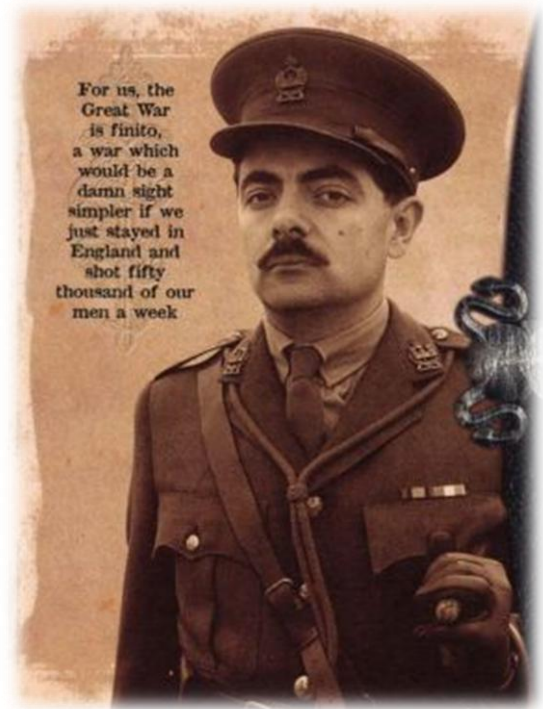
This is a tongue-in-cheek article written to motivate including our Tiger Moth in the Cub Fly In!



It was the end of the First World War and aviation was in full flourish. The vast developments in aircraft manufacture and design that were facilitated by the war sparked a new age of grassroots recreational aviation.

Amidst all of this innovation, many men tried their hand at designing aircraft in the hope that they would make their millions and become another icon in the timeline of aviation. There was one such man who dreamt of flying for as far back as he could remember. He fought not-so-gallantly during World War One and was probably best known for his attempts at avoiding the last great push out of the trenches. He maintained the

rank of Captain, and this was where his promotion stagnated; some say because of the ill-advised ploys in which he became ravelled, most of which were unbecoming of an officer.



The man that we know so well was of course Captain Edmund Blackadder.

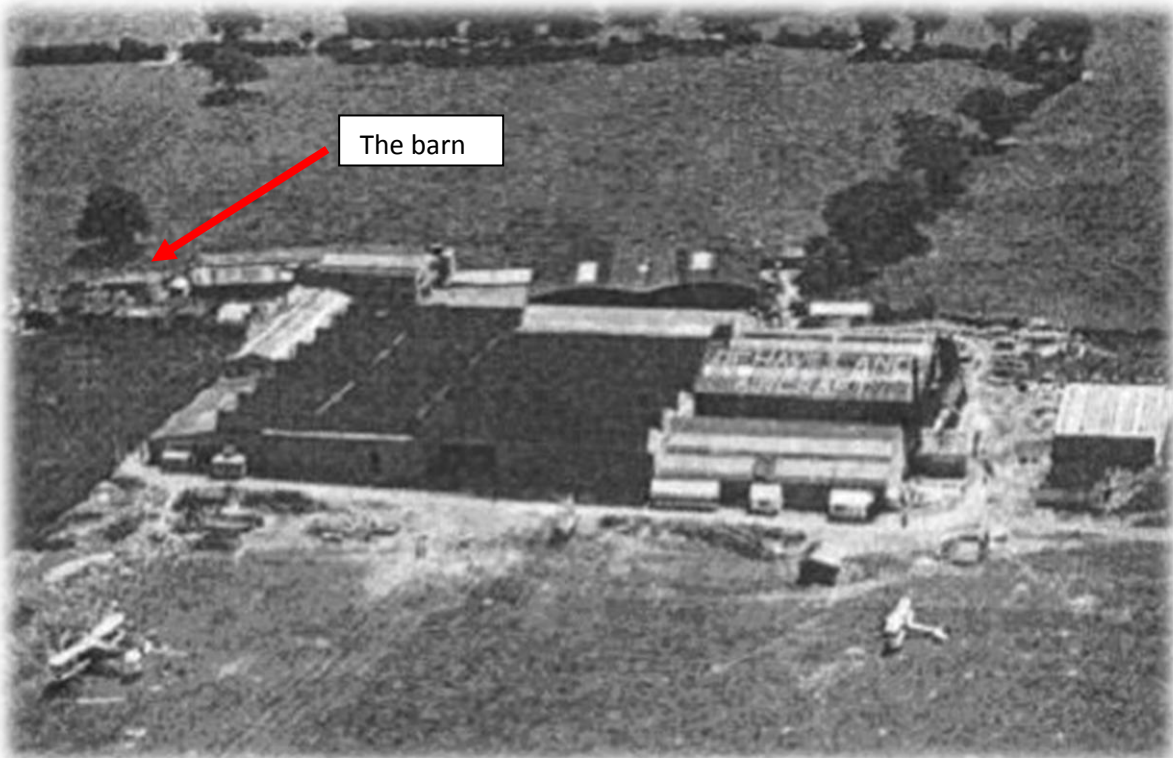
Blackadder's first exposure to flying was the result of a ploy that saw this over-enunciating gentleman join the Royal Flying Corps, along with his less-esteemed, lower-ranking officers Batman Private S. Baldrick and Lieutenant George. When asked about his fascination with flight in 1917, Blackadder's response was brief and poignant: "When I was a small boy, I used to watch the marshwarblers swooping in my mother's undercroft. And I remember thinking - would Man ever dare do the same?"

His first flying lesson under the less-than-watchful eye of Squadron Commander Lord Flasheart ended in calamity with his crash landing and subsequent capture by the Germans. He was then rescued by Flasheart and George who brought him back to the trenches to resume active duty.



It was this encounter which probably inspired Blackadder to learn to fly, and although not much has been recorded in the history books of Blackadder's activities after the war, what we do know, is that he dabbled in aircraft design. His helpers were the uninspired Baldrick and the idiotic George.

It was the early 1920s, and Blackadder managed to prevail a barn on a field adjoining the famous de Havilland Aircraft Company in Stag Lane. This fortuitous acquisition came about from an illegal carrier pigeon shooting that occurred during the war. The murder took place when Blackadder, mindful of his starving troops, thought that he would 'kill two birds with one stone' (or bullet) so to speak, by shooting a carrier pigeon, facilitating a meal and easy retrieval of the message. Unfortunately the message detailed the new illegal status of shooting these birds, which would result in a court-martial. What exacerbated matters was that the pigeon happened to be the prize possession of Colonel Melchett, the man who not only outranked Blackadder, but also had a striking resemblance to Stephen Fry. Melchett was notably depressed at the shooting, but was persuaded to invoke a fine as punishment rather than death by firing squad. The fine was in excess of £10 000.00 which resulted in the liquidation of all of Blackadder's assets. His friends Baldrick and George came to the rescue, but as they also did not have any money, they ended up squatting and drinking





with Blackadder in this unoccupied barn at Stag Lane.

The nights were cold and punctuated only by the hustle and bustle of the de Havilland Factory next door. It was a destitute life that the trio were destined to lead as none had the intellectual capabilities to hold down a job at de Havilland (despite numerous pleas) and they were confined to watching aircraft production from a distance.

On 22 February 1925, excitement at de Havilland drew Blackadder out of a drunken haze as he watched what was known as the DH60 Moth take to the skies for the first time. Blackadder was astounded. Watching the silver airframe lift off the ground and circle the small grass runway was a turning point in Blackadder's life. He suddenly had purpose, and it was in the form of a biplane which he knew he could build himself.



A plan was unhatched, and Blackadder set about stealing aircraft components and tools from the de Havilland Works. He worked by candlelight under the darkness of night when due attention could not be drawn to his amateur homebuilding. Blackadder worked as foreman, and directed George and Baldrick's lack of skill into his own biplane. Blackadder thought that he was being meticulous as he stood over his two friends, wielding

tormenting insults at their lack of workmanship, in order to motivate his employees. Eventually an airframe took shape, and then wings. He stole an engine, and added his own modifications which he thought would improve the performance. Blackadder's dreams were filled with visions of flight; the wind in his hair, a silk scarf streaming behind him, and the blithering idiots of Baldrick and George left on the ground below.

Blackadder even came up with a name for his aircraft, the Carrier Pigeon, after the bird who sealed his fate and sent him to the barn outside Stag Lane.

Time came to paint the aircraft, and Blackadder decided on a colour scheme that embodied the idea of grace and freedom that he felt an aeroplane could provide.

Blackadder was in the grip of the idea of flight; the romance of it all. Wracking his brains, he came up with a symbol of what he thought embodied this freedom. It was something that galloped the untamed planes of his dreams. He thought of a zebra.

Because of Baldrick's sheer lack of talent, George was given the job of painting the aircraft. He worked for weeks on his painting, taking great pride in his work, which he covered with a tarpaulin should anyone else see the aircraft before it was finished. So inspired was George, that he forgot to eat and was seen dashing from out of the tarpaulin to get more paint; a man possessed.



The day to unveil the completed paintwork arrived, and on 1 April 1925, George removed the tarpaulin. Aggressive strokes of black paint streaked the fuselage and wings. The finish was smooth to the touch, and although George was overjoyed, Blackadder was furious.

You see, George could not see the colour of his paint well enough during his work at night, and instead of painting the undercoat white, like a zebra's coat, he had painted it yellow. After more profanity, strangling and a damn good thrashing, Blackadder settled, and began to like the new colours. He renamed the aircraft then and there – the Tiger.

At the same time, George convinced Blackadder that credibility would be enhanced if the names of the manufacturers were emblazoned on the side of the fuselage. He thought that the words Blackadder, Baldrick and George would inspire ridicule rather than confidence, but he agreed with George. They needed some sort of a company name, so he decided to call themselves the Tiger Club. George eagerly painted the words just behind the cockpit, but as George never got further than Primary School, he misspelt the second word, leaving out the letter 'L'. The result was

more profanity, strangling and another damn good thrashing.

The next morning, on 2 April 1925, George, Baldrick and Blackadder pushed the aircraft out onto the grass outside their barn, and marvelled at what they had built. Well, Baldrick and George marvelled. Blackadder was furious...again...

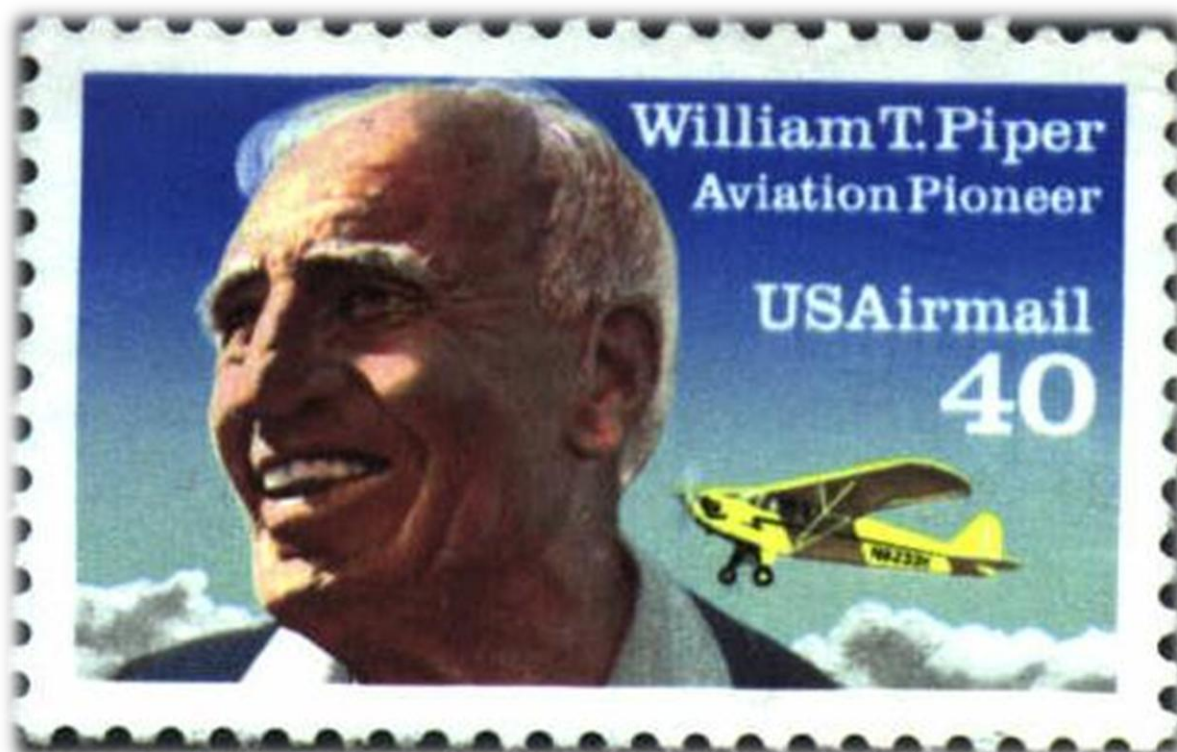
The aircraft's engine was mounted upside down. The wings were not parallel, but rather the top wing was too far forward of the bottom one. And they had forgotten to fit any brakes! The aeroplane didn't even have any roof to protect them from the elements. Nevertheless, an exacerbated Blackadder climbed in the cockpit and prepared for his first flight.

Blackadder flicked the mag switches and told Baldrick to swing over the propeller. With an almighty whirl, the prop went around, the engine coughed, and it started. Baldrick's other mission was to take some photographs of the aircraft; some that they could send to the press in order to promote their aeroplane and make their millions. He ran around the aircraft feverishly snapping away from all angles, when, suddenly, he was thrown onto his back by a powerful explosion. When he regained consciousness, he saw their aircraft.

Still smouldering from the fire, the Tiger Cub was a burnt-out skeleton of its former self. All that was left were the tubular pipes from the airframe. The rest was burnt to dust.

Being the impoverished,





thieving amateur homebuilders that they were, Baldrick, George and Blackadder could not afford fuel to run their Tiger Cub on. As an inventive alternative, they made the most powerful homemade alcohol that they could brew; hoping it would reach the sort of octane required in aviation fuel. They achieved this and more, because as their concoction ignited, the heat produced was more than the engine could stand. It blew apart after only a few minutes of idling.

Dejected and despondent, George and Baldrick went back to the drawing board. In desperation, they spent their last remaining pennies on having the photographs developed, in the hopes that they could send them to someone who could fulfil their aviation dream. The USA was full of aviation pioneers, and perhaps there was someone who could take up the Tiger Cub Project, provide them with jobs, and finish the aircraft again.

Long hours were spent trying to decide who to send the letter to, but I'm afraid that these thoughts will remain a mystery in this part of the story. You see, Baldrick and George had

only managed to pass Nursery School, so the scribbles on the envelope were nonsensical. Five years after it was sent, the letter arrived at the doorstep of William T Piper. By luck or fate, he was a man interested in aviation, and was looking for a project. The pictures enclosed were blurred, blotted by fingers and fairly useless, but they sparked an idea. A new aircraft for the people...

With a bit of imagination, one could see the semblance of an aeroplane in each shot. It was a biplane, but that required more manufacturing time; in Piper's model, he would use only one. The cockpit was difficult to understand, and logically, mounting the wing over an enclosed cabin would make much more sense. Yes, he had it, and the yellow colour really stood out. A pity about the black stripes though.

He saw the dripped writing of Tiger Cub on the fuselage, and from this, a dream was born...

Based on the fiction of Courtney Watson



Cessna 210T zs-mkn Kob Inn Landing

JULY 2005
Brian Poulton

After purchasing a share in a Cessna 210 turbo with Robertson STOL I had to do a check ride with an instructor as I had previously had a normal aspirated 210 on my license and done some twelve hours on it. I really just had to go through the refresher course and do some flying. This went off rather well – although I must admit it took a few hours later to become comfortable on the landings.

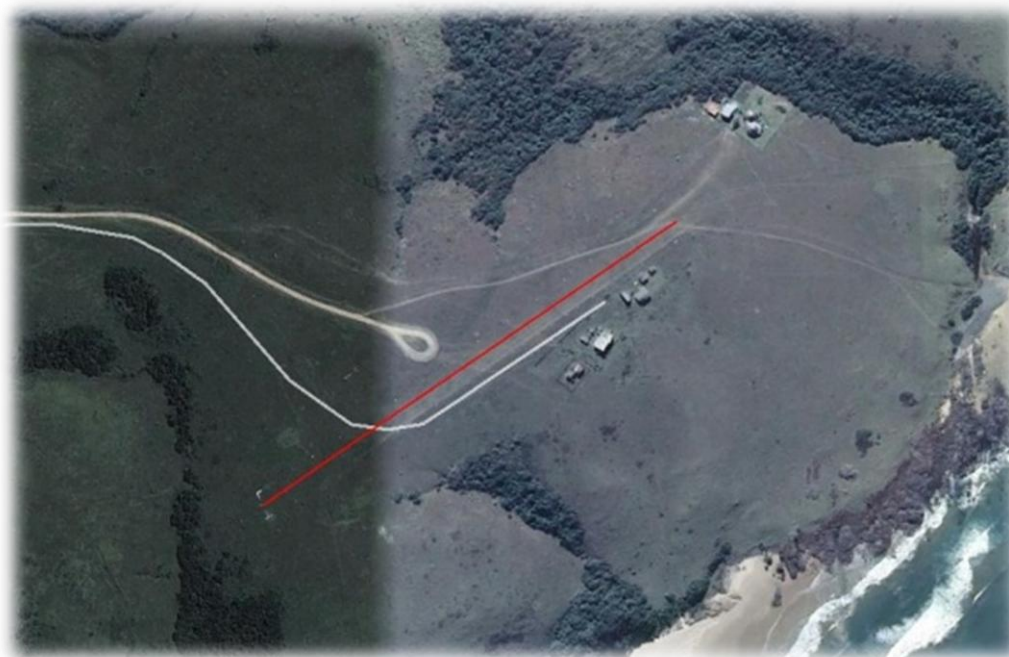


Some six months on, I did a trip to Cape Town with my accountant and my husband. A week later we headed off to Kob Inn. Kob Inn has a very difficult runway (east facing, about 150 meters on an upslope from a valley, 150 meters being level and the balance on a downslope towards the next little valley). Google Earth shows this runway to be about 500 meters long with a runoff of about another 180 meters before the stream and the upslope of the next hill.

I chose to land on the upslope facing West as the uphill brings the aircraft to a quick halt. However, being a difficult runway I came in too fast and bounced back into the air – and lost directional control to the side and put power for a go around. Without this we would have run into some chalets at the side.

My next approach was much better and we came in the same way and had a nice landing. A week later we went to East London to uplift Avgas for the return trip to Johannesburg. This time I elected to land east wards. I again came in a little fast and landed a little deep, ran out of the upslope and level ground, and was now rolling on the downslope. The brakes had no affect at all on the dry long grass! In front, the Mormons house had a fenced garden protruding onto the bottom of the run off of the landing strip. Things happened very quickly – too quickly. I initiated a go around in one sweep by applying full power and flaps from thirty degrees to twenty degrees (optimal setting with the Robertson STOL for a short field take off). The fence was rapidly approaching and we were still under the white arc (flying speed). As I yanked the yoke hard to get us over the fence a funny bang was heard. Actually, at that time it was not funny at all! The 210 was now wallowing in the air with the stall warning screaming at us. Still with a downslope in front of me – but rising ground about 150 meters away, I let the nose down to break the stall. Do you know how difficult it is to put the nose down when all you have in your windscreen is rising ground? Within a split second or so - the turbo kicked in and the flaps reached twenty degrees, I pulled the yoke back again, to initiate climb, and cleared the rising ground with a narrow margin. My two passengers had gone a funny colour and were not talking. I was not talking and had gone a funny colour. I was still cool, though!

We got some height, and did a 180 degree turn to land on the west upslope. The landing was good until I applied brakes. The 210 has a separate brake for each wheel, and



On the previous day The Mormons had had a marquee tent pitched on the runway end for a wedding of one of their followers and a local. It would have been most awkward if we were

when I applied brakes the aircraft veered to the right. No left brake! I then steered left near the end of the runway so that I could do right turns to get back to the parking area next to the mid section of the runway. I was still cool...

After cooling the turbo we turned off the engine and got out. Between the left hand undercarriage leg and the fuselage a meter of barbed wire with a half meter fence pole was dangling. The hydraulic pipe had been ripped off the brake cylinder. The now unfenced house had a lot of Mormons standing around – who were there when we robbed their fence at high speed.

I walked down to them and asked what I owed for damages and whether anyone had got that on camera. A few shrubs had also been denuded of foliage. We never found the rest of the fence. They did not want any damages, so the only thing left damaged was my ego and the aircraft – with no video of the proceedings. Probably made entertainment value and something to write home about for them!

flying then, and had wrapped the tent around our plane; pitch poling away; as the groom said “I do!”

We cut the wire either side of the undercarriage leg – as I figured the rest would fall out when we next retracted the undercarriage. A few beers and a whiskey or two seemed to loosen my passengers lips that then became very chatty. I must tell you that under normal circumstances I do not really consume alcohol. I was still cool...

That night, in bed, it hit me. Gone was the coolness. The thought of all the possible consequences that could have developed gave me cold shivers; I broke out into a sweat and never slept a wink.

In analyzing the situation I should have landed up hill. Thank goodness after doing the wrong thing I then did everything right.

When I returned and landed at Grand Central Airport in Midrand one of the partners had the fire engines waiting for me at the end of the runway. The landing was un-eventual and I had to turn 180 degrees when I exited the runway, as the apron sloped downwards and I had to park the plane with the working brake wheel on the top of the slope to prevent it cartwheeling.



Preparing for Nylstroom

The Nylstroom fly-in is just around the corner, and if you are planning on camping at the airfield, here are five tips that will ward off the cold!

- 1. Pack light**
Rather arrive in one piece than meet more than your maximum all-up weight on take off
- 2. Take a Hot Water Bottle**
It sounds a bit girly, but aren't we old enough to have proved our machoness already?
- 3. Use the Newspaper**
Put it under your tent to insulate from the cold – it really works!
- 4. Use an inner**
Instead of buying a winter sleeping bag, just buy some polar fleece from a fabric shop. Fold it over and sew two of the ends closed – it will form a warm inner.
- 5. Lose the mattress**
Blow-up mattresses hold in the cold air, so rather use some foam to keep you off the ground.



If you are planning to fly through with us from BaraG, please email cwatson@stithian.com so that we can co-ordinate our departure and book a JLPC area at Nylstroom.

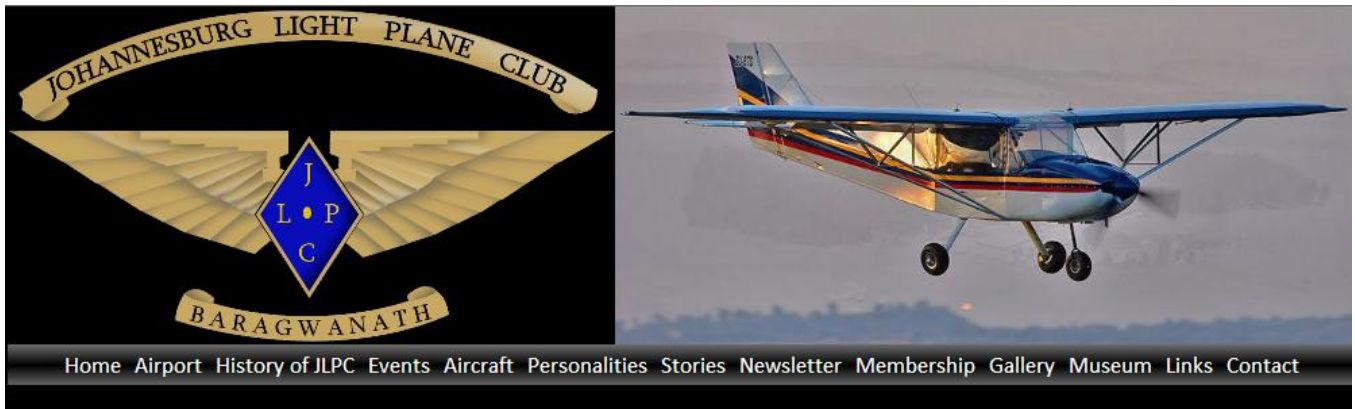




Have You Seen Our Website?

John Austin Williams has been doing a superb job at maintaining the website. Go to:

www.jlpc.co.za



Looking for Shares

1954 PA18A Super Cub ZS-IOU
150 hp
Full logbook history with export C of A from USA in 1954
400 hrs since SMOH
Mags and Carburettor up to date
½ share R360 000.00 or a ¼ share for R180 000.00
Hangared at FASY (Baragwanath)

Contact Mark Schroenn at
markschroenn@flysaa.com





Parting Shot

Thanks for reading, and any contributions are most welcome. The next issue is scheduled for October 2013.

