

Orphan Annie after
her makeover leaving on her
long trip to Cape Town

Pic: Igor Poluyanov



ZU-JLM 'Little Annie'

Aviation has over the years always had members within the fraternity which have looked at the freedom of flight as a means of reaching out to others and not allowing the "Romanticism" of it to be spoiled by the commercialisation of Aviation. This ideal is now being followed by a charity organization called "Just Love Mission", which has acquired an Antonov AN-2 as its means of realising just such an out-reach program.

By LAGF" (Little Annie's God Father)



"Harold Gray's Little Orphan Annie"

Just Love Mission (JLM) is a charity born out of love for aviation and the positive effects it has not only on people, but communities as a whole. They believe that anybody can do anything, however, if it is not done with love it tends to have little lasting impact. These sentiments have also been echoed in the past and to quote one, Mahatma Gandhi "In doing something, do it with love or never do it at all."

JLM is a non-racial, A-religious, A-political and non-sexist charity, whose aim it is to serve all impartially. JLM intends to make a lasting difference in the lives of people and communities, by applying the age old principle of neighbourly love (Ubuntu) in serving all through aviation. This is a huge part of the personality of "Little Annie" (LA), the

Antonov AN-2 aircraft donated for this very specific purpose.

The AN-2 is still affectionately nicknamed "Annushka" (or Annie in English) by the Russians, so it was rather easy to use the character and name of "Little Annie" created by Harold Gray in 1924, with that of the aircraft. Harold Gray's Annie is a plucky, generous, compassionate and optimistic youngster who can hold her own against bullies and has a strong and intuitive sense of right and wrong. He chose Annie as his character after a chance meeting he had with a ragamuffin girl while wandering the streets of Chicago looking for cartooning ideas. He decided to portray her as an orphan, so she'd have no family, no tangling alliances, but freedom to go where she pleased.

This is just how her aviation counterpart will now be portrayed, having her freedom of the air in which to operate and to assist others which are less fortunate.

Due to accidents, diseases, pestilence, natural disasters and/or conflict, many children/young adults are left destitute mostly as orphans and it is in this area that the mission wishes to mainly focus on. What makes this project unique and unlike any in the world today, is that while JLM is delivering humanitarian services in various regions, they will afford some of the less privileged children/people the opportunity to fly with 'Little Annie' and keep a photo of this possibly once in a life time experience. They are looking to also have speakers who have come from similar backgrounds as the people they are

reaching out to; to encourage and give them hope that they too may achieve their respective dreams in alignment with their natural talents. They will also be able to identify with "LA" who has come from a similar background and overcome numerous challenges to achieve her dreams. This exposure they believe will have a positive life changing impact not only on those individuals but on communities as a whole

The idea for the project was conceived by Mark Hill (33 years piloting experience, 7 500 hrs helicopters & 4 500 fixed wing) with the suggestion of aircraft type by Gary Price in 2002, however a number of personal attempts to secure an AN-2 failed. It was only in 2011 when a personal friend, Mr Niall Olver CEO of Execujet Global discussed the idea with



Above: Orphan Annie before her makeover.

his friend and business associate Mr Andrei Martirosov CEO of UTair (Russia), who thought the idea to be "Cool", was this dream realized and ratified on condition that "LA" was to be flown from Siberia to Cape Town as part of an ocean to ocean theme.

She was subsequently adopted from a "Siberian orphanage" (UTair Cargo) and initially flown all the way from Tyumen (Siberia) to Cape Town. Thereafter she was flown back to Pretoria where she will now be resident with Just Love Mission family.

The trip from Siberia had to overcome various administrative nightmares, over flight clearance issues, weather, corruption, theft of precious avgas fuel etc. All of these normal challenges of life faced by almost everybody today. It took two and a half months instead of the planned two and a half weeks to cover the 19 750 Km, crossing 22 countries and in the process consuming approximately 19 500 litres of fuel and 470 litres of oil.

The AN-2 aircraft type was first flown 31 August 1947 and after 67 years (1947-2014) is still operating throughout the world. The aircraft type has shown incredible resilience, just the same as the Little Annie character which has now been around for 90 years. Once again these similarities only enhance what JLM is striving to achieve with this aircraft and program.

There are people who care

enough to share their time, knowledge, experience and various resources to help others to help themselves and to realize their dreams within their being. Once people have experienced the strongest force in the Universe, Love, JLM trust that the desire to achieve the seemingly impossible

will be kindled and aspired to. The people that have met with "LA" will be able to remain motivated and in contact as they follow her adventures through life by means of electronic communications (web site, face book and twitter), radio, television and in literature. "LA" will be the catalyst in

building lasting relationships between communities and sponsors thus creating sustainable opportunities in all sectors.

The AN-2 is at present being serviced by Mike Spence and his very capable team from Ultimate Aircraft Services based at Krugersdorp Airfield. Mike

and Peter Steyn kindly agreed to prepare the aircraft for a flight from Wonderboom to Krugersdorp as well as to keep the costs as low as possible whilst getting "Little Annie" serviced, registered and ready for her first official flight at the SAAF Museum Air Show to be held at AFB Swarkop on the 10th of May.

Little Annie has already made quite an impression on those that have seen her and she has already started gathering a family of individuals and companies who want to make a difference in the lives of those less fortunate. Some of these already involved are:

- Dorrien Andrews from FLIGHTSURE who was instrumental in having made sure that Annie was "Covered" whilst she gets ready for her first public appearance at Swartkop.

- Bart Hetteema from McCarthy Volkswagen Menlyn has agreed to JLM having free access to some vehicles in order to assist with all the ground work that needs to be covered to make the operation a success.

- Naomi Myburgh a freelance photographer and Loftus Viljoen a free lance writer/photographer jumped at the chance to adopt "Annie" and through their camera lenses and writing skills, we will be following Little Annie's adventures.

- Global Aviator Magazine has kindly agreed to allow JLM to use the magazine to carry the story of Annie's adventures on a monthly basis.

A number of other "volunteers/ family members" have already been assisting with moving and preparing Annie for her first public appearance. Here Larry Beamish and his family gave up their weekend to assist with the move from Wonderboom to Krugersdorp airfield. Students have given up time and have assisted with cleaning Annie as well as other remedial tasks in order to get Annie to look less like a ragamuffin, and more like a lady for her first Public appearance. Last but not least, let us not forget Marks' family (Sophia, Courtney and Jon-Marc) who have supported and given Mark the courage to carry out this dream. We wish them nothing but success in this endeavour. •

Pilot Matters

Integrated Professional Pilot Course for 2014

Progress Flight Academy again leads the South African flight training industry.

During 2009 Progress Flight Academy obtained CAA approval for the first Integrated Professional Pilot Course in South Africa. This increased training quality and reduced cost.

Now in January 2014 they introduce a Premium CPL/ IR (ME) Integrated Course which will further enhance the operational capability of graduates. This will achieve a superlative standard for graduates entering general aviation, and will enhance the transition to First Officer training for airline candidates. The record of successful F.O. qualifications of their graduates is outstanding.

The key to this achievement is the purchase of new multi-engine piston aeroplanes and 'simulators'.

The aeroplane they have chosen is a sophisticated high quality European product, the Vulcanair P68R. John English, CEO of Progress Flight Academy added that the twin engine high wing six seat aeroplanes were ideal for professional flight training.

The 'simulators' are built to EASA (European Aviation Safety Agency) FNPT II specification from aeroplane components and exactly replicate the aeroplane cockpit.

These 'simulators' qualify for 40 hours training credit

on an integrated course which allows the school to increase multi-engine instrument training time by thirty hours without significant cost increases.

The new aeroplanes and 'simulators' feature the Garmin G1000 Electronic Flight Information System (EFIS) which is similar to that in modern airliners such as the Boeing 737-800 and Airbus 320.

There are two different courses offered:

1. Domestic Premium Integrated Course:
 - o meets requirements for issue of South African CPL/ IR (ME);
 - o does NOT meet requirements of ICAO states for

licence conversion.

2. International Premium Integrated Course:
 - o meets requirements for issue of a South African CPL/ IR (ME) and also for licence conversion to CPL/ IR (ME) in ICAO states such as Kenya, Libya, Namibia, Tanzania, Zambia, Zimbabwe etc.

The Premium Integrated Course has increased multi-engine instrument training time. The single engine instrument training is now just 10 hours which is necessary in South Africa for the Night Rating. All the procedural and operational instrument training is now completed in multi-engine 'simulators' and aeroplanes.

The hours for the Progress Flight Academy International course are:

	2009 course	2014 course
Instrument training, total	80	70
Instrument training, multi-engine	29	60
Instrument training, multi-engine aeroplane	15	20
Pilot-in-command, total	100	100
Multi-engine piston aeroplane	42	42
Total hours	240	238

These hours show that by reducing the single engine instrument training and increasing the multi-engine 'simulator' and aeroplane training we have achieved a substantial increase in 'quality' multi-engine instrument training. The additional multi-engine 'simulator' time allows us to introduce 15 hours additional training in flight operations which greatly enhances the graduates' operational capability.



Above: Annie pictured at ExecuJet in Cape Town after Ocean to Ocean flight. - Pic Irene McCullagh

