



the Christian Aviator

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Inside

THE EVIL BEHIND AIR DISASTERS

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Scripture

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Bomb attacks * Planes shot down * Suicidal pilots * Missing airliners

Should we be silent?

Bomb attacks in Belgium have once again shown the vulnerability of the aviation environment in which can be no room for fundamentalism or radicalism. Should we be looking through spiritual eyes?

Role players and stake holders alike would prefer opinions to be reserved by all in or using the aviation industry, as the lines between vigilance and paranoia can be readily blurred. Fear and confusion are the very objectives of terrorism.

Christians in aviation would wisely refrain from eschatology or end-time theology talks, especially in context of recent events. Christians would also do well to remember according to Matthew 12: 36 on the day of judgement we will give an account of every careless word we speak. All ought to heed James 3: 9 about the power of the tongue '*...with which we bless God and curse those created in his image...*'

In these troubled times our walk MUST be louder than our talk, but it by no means implies to quit praying. Radicalism is often fostered through idle words. Ever heard how many talk ill of anyone in Office?

We might not all agree with whomever holds the scepter or his/her methods, but can never disregard that according to Daniel 5: 21 '*...the Most High rules in the Kingdom of men and He appoints and sets over it whomever He will*'.



Above: Mangled wreckage of the Pan Am Flight 105 Boeing 747-121 after a bomb planted by a religious fanatic went off in mid-air. The Lockerbie Disaster in Scotland on Dec. 21, 1988 claimed 270 lives. Aviators are often unwittingly at the forefront of physical and spiritual conflicts and need prayer covering. Would you be an intercessory prayer partner, according to Ezek. 22: 30? [See story]

An unbeliever, King Cyrus, once freed the Jews from captivity. South Africa still has religious freedom. The seat of power needs to be obeyed, though a few verses later in Daniel 5: 25 we learn of the writing on the wall against those who rule with disregard to God.

According to Romans 13: 1, '*...those who govern do so by God's appointment*'. Should we be silent? Certainly not! But, be wise about the way we go about changing things, through an excellent example and love. According to II Corinthians 10: 4 '*...the weapons of our warfare are not [physical weapons of flesh and blood], but mighty before God for the overthrow and destruction of strongholds*'. So, start praying. ✞

Are evil principalities at work in aviation?

A subject suggesting a disconnection with reality is evil principalities. Whoever opens the Pandora's Box may be categorized among sects, cults and radicals.

Yet, the sharpest minds offer no rational explanation for many recent events affecting aviation safety. Correlation does not always establish cause and effect, but no other logical solutions seem forthcoming.

After a simulator re-enactment, though not in context of this discussion, Capt. Sully Sullenberger could find 'no logical explanation' why on Jun. 1, 2009 highly trained Air France pilots would let a serviceable Airbus A330-203 enter a deep stall and fly into the Atlantic, killing all 228 aboard. Sullenberger's exceptional piloting skills had saved 155 aboard a heavily loaded Airbus A320-214 during a ditching in the Hudson River months before. The airliner had cooked a gaggle of geese in its GE Aviation/Snecma turboprops just after take-off from La Guardia Airport on Jan. 15, 2009. Despite trying circumstances he'd remained calm, sound-minded and disciplined, to perhaps unwittingly conform to principles of II Timothy 1: 7.

From later reports about the Air France accident the junior pilot on deck was overcome by anxiety about huge storms ahead, consistent with the ITCZ. It was in the early hours of the morning on the flight from Rio de Janeiro to Paris. Circadian rhythms might partly explain his lowered mental defences. He was anxiously pulling back on his side-stick trying to climb to a higher altitude without clearance, whilst the other, more senior co-pilot was pushing forward. The automation logic cancelled out the conflicting commands.

With all the CRM training behind them neither they nor the captain, awoken from his sleep, could figure things out. A spirit of confusion, sparked by fear, had overcome them. Is this merely an idiomatic expression or euphemism for a situation too gross to express? Or, was some evil influence at play? John 10: 10 states '...the enemy comes but to kill, steal and destroy'. It takes no imagination to note the outcome corresponding with a Biblical principle.

Suicides

This brings us to the subject of suicides which are not new. Mortally wounded by Philistine archers, King Saul fell on his sword, according to 1 Chron. 10: 4 and 1 Sam. 31: 4. The remorseful disciple Judas hanged himself after betraying Jesus, according to Matthew 27: 5. In aviation context, the events of Sept. 11, 2001 are probably the most cited example. We normally associate suicides with depression. Proverbs 12: 25 states '...anxiety in the heart of a man causes depression'.

On March 25, 2015 all 150 aboard an Airbus A320-211 died in the French Alps after the co-pilot with alleged suicidal tendencies and a history of treatment for depression had locked out the captain and programmed the aircraft into a dive from which it never recovered.

The real question is not, 'why his condition could not be detected by psychometric and line testing or regular medical checks, but why he would take all those innocent victims with him?' Few inferred he had any psychopathic tendencies or personality disorders corresponding with lack of feeling or empathy to others.

The transient nature of such episodes is perhaps illustrated by a very odd suicide attempt which occurred on Feb. 9, 1982. The 35-year-old Japanese Airlines DC 8-61 captain had, despite efforts to restrain him, cancelled the autopilot and pushed the nose down to crash in shallow water 300 m short of the runway at Haneda Airport in Tokyo Bay. Efforts of the co-pilot and flight engineer arrested the sink. Only 24 of the 166 aboard perished. **[Next page]**

GENERAL AVIATION SAFETY COURSE

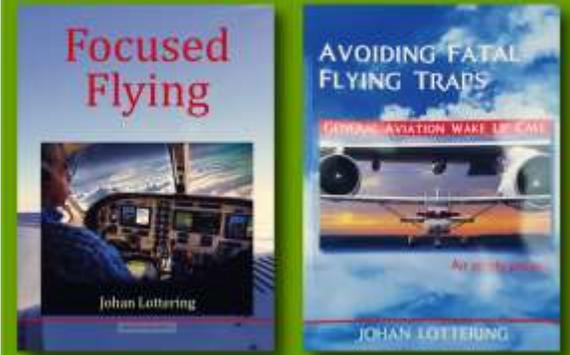
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Presented by the author **Johan Lottering**

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Evil principalities in aviation

[From p. 2] Ironically, the Japanese Airlines captain was among the first to get aboard a rescue boat. He stated his occupation as a clerk. The suicidal notions of shortly before had inexplicably vanished and survival instincts gotten the better of him. An inquest would later find him not culpable by virtue of insanity, posing the question why he had gone mad at the most critical time, endangering all?

On Nov. 29, 2013 an Embraer 190 of Mozambique Airlines from Maputo to Luanda was piloted into the ground halfway through the flight, over the Caprivi Strip. All 33 aboard died. As in several other cases one of the pilots had locked the other out of the cabin.

Since 1982 nearly 1000 innocent victims have lost their lives in suicide airliners. The figure excludes the Sept. 11 attacks, but includes the Royal Air Maroc ATR 42-312 disaster on Aug. 21, 1998 claiming all 40 aboard and the Silk Air Boeing 737-36A on Dec. 19, 1997 with all 104 aboard and the Egypt Air Boeing 767-366ER on Oct. 31, 1999 with all 217 aboard.

National psychosis

From a different perspective, the kind of national psychosis which motivated Soviet officials to order a Korean Boeing 747-230B from New York via Anchorage to Seoul to be shot down over the Sea of Japan on Sept. 1, 1983 boggles the mind. Long after the facts were disclosed the pilot of the Su-15 interceptor still maintained he had probably saved his country from an invasion, by causing the death of 269 innocent civilians. Who or what was behind it all?

More recently, a Boeing 777-200ER of Malaysia Airlines from Amsterdam to Kuala Lumpur was shot down by pro-Russian extremist over the Ukraine on Jul. 17, 2014 killing all 298 aboard. The 43 Malaysian passengers were relatively few to claim the carrier's nationality could have anything to do with it. The death toll included 198 Dutch civilians.

The indiscriminate hate and total disregard for life are instilled through conditioning, based on irrational fears and passed on from generation to generation as a sins of the fathers phenomenon.

Terror in Europe

The ordinary traveller will be in a fool's paradise to expect an unchanged status quo after recent attacks. The coordinated attacks in Paris on Nov. 13, 2015 which claimed 130 innocent civilians were by no means isolated events. Social changes in Europe are slowly but irreversibly taking root. The face of aviation risk assessment is about to change accordingly and dramatically. The after-effects of the Arab Spring or series of uprisings in 2011 have left some 12 million people disenfranchised. Political analysts believe the West has just begun to feel the impact of the war in Syria and suicide bombings.

Bombs in Brussels

There can be no doubt the aftermath of the explosions in departure lounges of Zaventem Airport and Maelbeek Station in Brussels on March 22, 2016 will reverberate around the globe for a long time.

No end is in sight for the brutal 'religious' conflicts in the Middle East, some of which were sparked off by yet another Arab Spring going out of control. The bombs in Brussels went off as 400 delegates of 57 countries were gathering to seek a solution. The majority of the peace-seekers were from Muslim countries. To alienate the moderate mainstream locally or abroad would be political folly.

One glance at the digital magazine Dabiq would convince anyone the Islamic State represents a threat like never before and those in aviation governance need to wake up.

In the US many are banking on hard-hitting presidential candidate Donald Trump '...to make America great again'. What do they really want? In South Africa student demonstrations at campuses may be just the tip of the iceberg of social unrest with deep rooted influences. Street riots over corruption in local government and poor service delivery have become virtual daily occurrences. How long till these threats spill over to the aviation security?

Powers Behind

What or who is behind it all? Everyone has an answer, but no-one the perfect solution. In the final analysis it would by no means be radical, but extremely naive to expect a solution from politicians alone. From the trail of destruction cited above the 'powers behind' have clearly been affecting all in the aviation industry in a devastating way.

Drawing near

In uncertain times Christians have always drawn near to God, according to James 4: 8 knowing He will draw near to us. But, remember during Jesus' ministry on earth He drove out demons on 25 occasions. Why would the discerning of spirits be a gift to the believer, according to 1 Cor. 12: 10?

Eph. 6: 12 states, '... we do not struggle against flesh and blood, but principalities, powers, the rulers of the darkness of this age and against spiritual hosts of wickedness in the heavenly places'. Mark 16: 17 states '...they shall expel demons in My name'. Acts 1: 8 states '...they shall receive power when the Holy Spirit comes upon them'.

John 3: 5 makes it plain, '... unless a man is born of water and of the Spirit (baptism of the Holy Spirit), he cannot enter the Kingdom of God'.

In the aviation industry it is perhaps high time for leaders to change strategy. In so doing we can move mountains and the Powers Behind. 

Middle-aged men aviation menace

Most striking about an NTSB study on Experimental and Amateur Build Aircraft (E-AB) and Light Sport Aircraft (LSA) safety in 2012 was the accident pilot demographics. Contrary to popular belief young hot shots are not the culprits, but middle-aged men.

The study spanning a decade between 2001 and 2010 revealed the median age of accident pilots as 53 for E-AB aircraft and 57 for LSAs. Reduced capacity commensurate with age and stage was not cited.

Pilots experiencing late mid-life crises develop an appetite for risk. Older men can spend more money and time on their aviation passion. The median age for accident pilots has steadily increased from 57 in 2007, 58 in 2008 and 60 in 2009 to 61 in 2010.

The fatal accident rate was four times higher for E-AB pilots than for their conventional counterparts.

Former FAA Administrator Randy Babbit, while addressing a Sun 'n Fun Rally audience back in 2010 expressed concerns that though the amateur building fraternity amounted to only 10% of the entire General Aviation fleet, it accounted for 27% of all the segment's accidents. That was despite an overall decline in General Aviation activity in the decade.

Out of 2134 events 'loss of control in flight' accounted for 43% of E-AB accidents and 29.7% in non-E-AB aircraft. Power-plant problems were responsible for 15.2% fatal accidents in E-AB aircraft and 8.5% in conventional aircraft. 🛩️

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1980 CITATION 551 SINGLE PILOT
TT 9765 CSN 7415 SMOH 1220 & 280 (TBO 3500)
SHSI 27 & 360 (Interval 1750) 1 + 9
R 7.5 m exc. VAT



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GW Fresh Phase Inspections Jan 2016 2 + 6
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Pro-line 21 Winglets 1 + 7
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1978 BEECH C90 BLACK HAWK
TT 8100 CSN 9100 PT6A-135 550 SHP Engines
1200 & 1200 since new PFD MFD 1 + 7
\$ 985 000 exc. VAT



1976 BEECH KING AIR E90
TT 12672 SMOH 383 & 2762 (TBO 3600) SHSI (L) N/A
(R) 1295 (INTERVAL 1800) 2 X 550 SHP PT6-28 1 + 7
\$ 625 000 exc. VAT



2011 CARAVAN 208B OASIS
TT 397 CSN 335 PT6A-11A 675 SHP (TBO 3600)
Glass panel Refreshment centre 1 + 7
\$ 2.03 m exc. VAT



2013 CARAVAN 208B
TT 810 CSN 805 PT6A-140 867 SHP Engine and
Prop 100 Hours since Factory Exchange 1 + 9
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TT 3191 2 x Lycoming TSIO-540-AA1A5 290 HP
Engines SMOH 1322 & 795 (TBO 1800)
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1976 AEROSTAR P601
TT 3006 2 x Lycoming TSIO-540-AA1A5 340 HP
Intercooled Engines SMOH 61 & 1086 (TBO 1800)
R 1.05 m exc. VAT

Who's a hazard to whom?

A classic misconception in General Aviation is the margin of safety added by the so-called safety pilot – typically an accomplished instructor on the way up.

In practice an insurance underwriter might, instead of declining a proposal, when a far too inexperienced pilot has acquired a far too demanding plane or helicopter, accept a risk under special conditions. A more advanced pilot or instructor may be required to fly along for an initial number of hours. Some owners abuse this leniency which gives a false sense of security in which macho attitudes can prevail, simply because the junior pilot 'ain't afraid anymore'.

Another important safety principle is overlooked: The professional relationship between informal crew members in terms of coordinating and decision-making degrading over time.

The flip-side would be the professional flying environment in multi-crew aircraft where clear-cut authority gradients and procedures exist, AND neither pilot is the owner.

A factor tipping the scales includes the inherent domineering personality traits of many aircraft owners. High-powered individuals are accustomed to taking control and imposing their will, especially on those in close proximity.

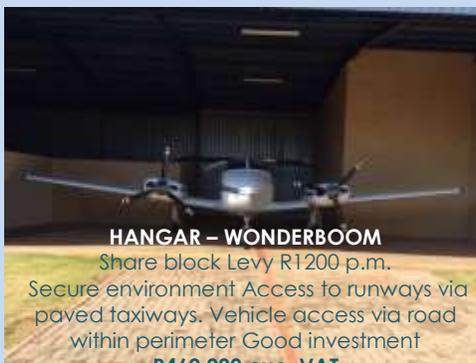
Many consider such behaviour tendencies as displays of leadership qualities. An amicable vying for control degrades performance and safety standards over time. The lower pilot's standard may well be raised, but not sufficiently whilst the more advanced pilot would lower his. The mean safety and performance levels may drop below the minimum acceptable standards with time.

In the prevailing environment a false sense security is cultivated.

The NTSB has been concerned about such phenomena for long. At a convention in 2015 a safety expert, David J. Kenny of AOPA USA, was called upon to analyze Instructional Safety. He suggested "...that instructors should think twice before agreeing to do a flight review or refresher training in unfamiliar models, especially in one owned by the candidate".

He pointed out that in 60% of fatal fixed-wing training accidents trainees already held pilot certificates. Furthermore, despite its benign flight profile, Instrument Training produced the highest number of fatalities in proportion.

The second highest number of fatalities came from make-and-model checkouts or conversions. According to the presentation 'Who's a hazard to whom?' a CFI would be twice as likely to die in an accident involving training for an already Certificated Pilot than with a Student Pilot. 70% of fatal accidents occurred during Advanced Instruction, inferring much about the sensitive authority gradient and co-ordination levels between pilots. A CFI would be far more likely to die with a 2300 hour CPL, than a raw student. ✈️



2013 SBACH EXTREME 342
TT 160 Lycoming AE-IO-580 315 HP
Engine 5-point harnesses Smoke
R 290,000 Euros



1979 CESSNA TURBO 210N
TT 3190 Engine since new 180 Cont.
TSIO-520-R 315 HP 1400 TBO
R 2.1 m exc. VAT



1979 CHEROKEE SIX 300
TT 3100 Lycoming IO-540-K1G4 300 HP
2000 TBO SMOH 410 Club seats
R 1.2 m exc. VAT



1981 SENECA III
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TBO SMOH 10 & 10
R 1.75 m exc. VAT



1973 PIPER AZTEC
TT 5875 2 x Lycoming IO-540-J4A5 250
HP 2000 TBO SMOH 420 & 420
R 660 000 exc. VAT



1977 TURBO ARROW III
TT 3886 Continental TSIO-360-FB 200 HP
TBO 1800 SMOH 1659
R 525 000 exc. VAT